

**ASME CSD-1–2018**  
(Revision of ASME CSD-1–2015)

# **Controls and Safety Devices for Automatically Fired Boilers**

---

ASMENORMDOC.COM : Click to view the full PDF of ASME CSD-1 2018

**AN AMERICAN NATIONAL STANDARD**



**The American Society of  
Mechanical Engineers**

**ASME CSD-1-2018**  
(Revision of ASME CSD-1-2015)

# **Controls and Safety Devices for Automatically Fired Boilers**

---

ASMENORMDOC.COM : Click to view the full PDF of ASME CSD-1 2018

**AN AMERICAN NATIONAL STANDARD**



**The American Society of  
Mechanical Engineers**

Two Park Avenue • New York, NY • 10016 USA

Date of Issuance: October 12, 2018

The next edition of this Standard is scheduled for publication in 2021.

ASME issues written replies to inquiries concerning interpretations of technical aspects of this Standard. Periodically certain actions of the ASME CSDAFB Committee may be published as Cases. Cases and interpretations are published on the ASME website under the Committee Pages at <http://cstools.asme.org/> as they are issued.

Errata to codes and standards may be posted on the ASME website under the Committee Pages to provide corrections to incorrectly published items, or to correct typographical or grammatical errors in codes and standards. Such errata shall be used on the date posted.

The Committee Pages can be found at <http://cstools.asme.org/>. There is an option available to automatically receive an e-mail notification when errata are posted to a particular code or standard. This option can be found on the appropriate Committee Page after selecting “Errata” in the “Publication Information” section.

ASME is the registered trademark of The American Society of Mechanical Engineers.

This code or standard was developed under procedures accredited as meeting the criteria for American National Standards. The Standards Committee that approved the code or standard was balanced to assure that individuals from competent and concerned interests have had an opportunity to participate. The proposed code or standard was made available for public review and comment that provides an opportunity for additional public input from industry, academia, regulatory agencies, and the public-at-large.

ASME does not “approve,” “rate,” or “endorse” any item, construction, proprietary device, or activity.

ASME does not take any position with respect to the validity of any patent rights asserted in connection with any items mentioned in this document, and does not undertake to insure anyone utilizing a standard against liability for infringement of any applicable letters patent, nor assume any such liability. Users of a code or standard are expressly advised that determination of the validity of any such patent rights, and the risk of infringement of such rights, is entirely their own responsibility.

Participation by federal agency representative(s) or person(s) affiliated with industry is not to be interpreted as government or industry endorsement of this code or standard.

ASME accepts responsibility for only those interpretations of this document issued in accordance with the established ASME procedures and policies, which precludes the issuance of interpretations by individuals.

No part of this document may be reproduced in any form,  
in an electronic retrieval system or otherwise,  
without the prior written permission of the publisher.

The American Society of Mechanical Engineers  
Two Park Avenue, New York, NY 10016-5990

Copyright © 2018 by  
THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS  
All rights reserved  
Printed in U.S.A.

# CONTENTS

Foreword .....	v
Committee Roster .....	vi
Correspondence With the CSDAFB Committee .....	vii
Summary of Changes .....	ix
<b>Part CG</b>	
<b>General</b> .....	1
CG-100 General Requirements .....	1
CG-200 General Provisions .....	2
CG-300 Material Requirements .....	2
CG-400 Testing and Maintenance .....	2
CG-500 Certification and Reporting .....	3
CG-600 Operation .....	3
CG-700 Definitions .....	3
<b>Part CM</b>	
<b>Testing and Maintenance</b> .....	9
CM-100 Periodic Testing and Maintenance .....	9
<b>Part CE</b>	
<b>Electrical</b> .....	10
CE-100 Electrical Requirements .....	10
<b>Part CW</b>	
<b>Steam and Waterside Control</b> .....	12
CW-100 Automatic Low-Water Fuel Cutoff and/or Combined Water Feeding Device .....	12
CW-200 Automatic Fuel Cutoff for Forced Circulation Boilers .....	14
CW-300 Pressure Controls .....	14
CW-400 Temperature Controls .....	15
CW-500 Safety and Safety Relief Valves .....	15
CW-600 Modular Boilers .....	16
CW-700 Vacuum Boilers .....	16
<b>Part CF</b>	
<b>Combustion Side Control</b> .....	17
CF-100 Gas-Fired Boiler Units, Equipment .....	17
CF-200 Gas-Fired Boiler Units, Purging .....	26
CF-300 Gas-Fired Boiler Units, Safety Controls .....	27
CF-400 Oil-Fired Boiler Units, Equipment .....	28
CF-500 Oil-Fired Boiler Units, Safety Controls .....	30
CF-600 Low Fire Start, Gas- or Oil-Fired Boiler Units .....	31
CF-700 Combination Gas- and Oil-Fired Units .....	31
CF-800 Electrically Heated Boilers .....	31
CF-900 Combustion Side Controls for Modular Boilers .....	31
<b>Nonmandatory Appendices</b>	
A Comparison of This Standard and ANSI Z21.13/CSA 4.9 .....	32
B Typical Fuel Trains .....	33

C	Manufacturer's/Installing Contractor's Report for ASME CSD-1 . . . . .	44
D	Recommended Preventive Maintenance Schedule . . . . .	47
E	References . . . . .	52
F	Guidance for the Use of U.S. Customary and SI Units in ASME CSD-1 . . . . .	53

## Figures

CG-1	Sediment Trap . . . . .	8
B-1	Typical Gas Fuel Train With Pilot Ignition System and Atmospheric Burners [Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)] . . . . .	34
B-2	Typical Gas Fuel Train With Pilot Ignition System [Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)] . . . . .	35
B-3	Typical Gas Fuel Train With Direct Ignition System [Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)] . . . . .	37
B-4	Typical Gas Fuel Train With Pilot Ignition System [Greater Than 2,500,000 Btu/hr (733 kW) and Less Than or Equal to 5,000,000 Btu/hr (1 465 kW)] . . . . .	38
B-5	Typical Gas Fuel Train With Pilot Ignition System [Greater Than 5,000,000 Btu/hr (1 465 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)] . . . . .	40
B-6	Typical Gas Fuel Train With Pilot Ignition System and Negative (Zero Governor) Main Manifold Gas Pressure [Greater Than 400,000 Btu/hr (117 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)] . . . . .	41
B-7	Typical Gas Fuel Train With Direct Ignition System and Negative (Zero Governor) Main Manifold Gas Pressure [Greater Than 400,000 Btu/hr (117 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)] . . . . .	42
B-8	Typical Oil Fuel Train . . . . .	42
B-9	Example for Sizing of Manifolder Lines . . . . .	43
B-10	Typical Gas Fuel Train Safety Shutoff Valve Arrangements for Multiple-Burner Boiler Units Complying With CF-180(b) . . . . .	43

## Tables

CF-1	400,000 Btu/hr (117 kW) and Smaller (Gas — Natural Draft) . . . . .	18
CF-2	400,000 Btu/hr (117 kW) and Smaller (Power Gas Burners, Mechanical Draft Atmospheric Gas Burners, and Pulse Combustion Systems), 3 gph (11.4 L/h) [Approximately 400,000 Btu/hr (117 kW)] and Smaller (Oil) . . . . .	19
CF-3	Safety Controls for Automatically Fired Units: Power Gas Burners, Mechanical Draft Atmospheric Gas Burners, and Pulse Combustion Systems . . . . .	21
CF-4	Safety Controls for Automatically Fired Units: Atmospheric Gas Burners — Natural Draft . . . . .	23
CF-5	Safety Controls for Automatically Fired Units: Oil-Fired Burners . . . . .	29
B-1	Figure Index . . . . .	33
D-1	Periodic Testing Recommended Checklist . . . . .	49

# FOREWORD

The major perils in operating automatically fired boilers are loss of water (low water), furnace explosion, overpressure, and overtemperature. Principal causes of accidents to automatically fired boilers are lack of proper controls and safety devices, lack of adequate maintenance, improperly trained operators, failure to test controls and safety devices, and complacency on the part of the operator due to long periods of trouble-free operation. It is believed that improved instrumentation, controls and safety devices, proper operating procedures, and a clearer understanding of installation requirements by the manufacturers, installers, and operators can greatly reduce the chances of personal injury, damage to property, and loss of equipment from accidents.

It should be pointed out that any governmental jurisdiction has authority over any particular installation. Inquiries dealing with problems of a local character should be directed to the proper authorities of such jurisdictions.

Safety codes and standards are intended to enhance public health and safety. Revisions result from the committee's consideration of factors such as technological advances, new data, and changing environmental and industry needs. Revisions do not imply that previous editions were inadequate.

The first edition of this Standard, which was approved by The American Society of Mechanical Engineers' Committee on Controls and Safety Devices for Automatically Fired Boilers, was approved and designated as an ASME Standard by The American Society of Mechanical Engineers on April 29, 1977.

The second edition, which was approved by the American National Standards Institute (ANSI) on October 4, 1982, was issued on December 31, 1982. An addenda to the edition, CSD-1a-1984, was approved on August 17, 1984 and issued on November 15, 1984.

The third edition, which was approved by ANSI on November 17, 1988, was issued on February 15, 1989. The CSD-1a-1989 Addenda was approved on October 3, 1989 and issued on February 15, 1990. The CSD-1b-1990 Addenda was approved on June 21, 1990 and issued on December 1, 1990.

The fourth edition, which was approved by ANSI on February 28, 1992, was issued on June 15, 1992. The CSD-1a-1993 Addenda was approved on August 18, 1993 and issued on November 30, 1993. The CSD-1b-1994 Addenda was approved on June 20, 1994 and issued on September 30, 1994.

The fifth edition, which was approved by ANSI on February 6, 1995, was issued on June 30, 1995. The CSD-1a-1996 Addenda was approved on February 5, 1996 and issued on July 31, 1996. The CSD-1b-1996 Addenda was approved on July 16, 1996 and issued on December 20, 1996.

The sixth edition, which was approved by ANSI on January 30, 1998, was issued on April 14, 1998. The CSD-1a-1999 Addenda was approved on November 2, 1999 and issued on March 10, 2000. The CSD-1b-2001 Addenda was approved on July 30, 2001 and issued on November 30, 2001.

The seventh edition, which was approved by ANSI on January 17, 2002, was issued on April 15, 2002.

The eighth edition, which was approved by ANSI on August 9, 2004, was issued on April 15, 2005.

The ninth edition, which was approved by ANSI on September 13, 2006, was issued on December 29, 2006.

The tenth edition, which was approved by ANSI on February 24, 2009, was issued on May 8, 2009.

The eleventh edition, which was approved by ANSI on January 13, 2012, was issued on May 10, 2012.

The twelfth edition of CSD-1, which was approved by ANSI on December 21, 2015, was issued on March 24, 2016.

This thirteenth edition of CSD-1, which was approved by ANSI on August 23, 2018, was issued on October 12, 2018.

# ASME CSDAFB COMMITTEE

## Controls and Safety Devices for Automatically Fired Boilers

(The following is the roster of the Committee at the time of approval of this Standard.)

### STANDARDS COMMITTEE OFFICERS

**J. Safarz**, *Chair*  
**K. Carlisle**, *Vice Chair*  
**C. R. Ramcharran**, *Secretary*

### STANDARDS COMMITTEE PERSONNEL

**R. D. Austin**, State of Arizona, Department of Safety and Health, Boiler Safety  
**E. J. Belski**, Onecis Insurance Co.  
**J. Berezowksi**, Xylem, Inc.  
**N. D. Butt**, Weil-McLain  
**K. Carlisle**, Karl Dungs, Inc.  
**J. P. Chicoine**, Mestek, Inc.  
**T. D. Curtis**, Industrial Combustion  
**M. T. Fecke**, Exponent Failure Analysis Associates  
**J. P. Fidgeon**, Utility Plant Solutions  
**R. S. Glass**, Raypak, Inc.  
**G. M. Halley**, American Boiler Manufacturers Association  
**T. F. Hardin**, UL, Inc.  
**T. Q. Huynh**, Miura Canada Co., Ltd.  
**J. L. Kleiss**, Lochinvar, LLC  
**R. Labore**, Fireye, Inc.  
**J. R. Lamore**, Honeywell Thermal Solutions  
**J. C. Merwin**, Potter Electric Signal Co.  
**B. L. Mickelson**, Honeywell International, Inc.  
**B. W. Moore**, Hartford Steam Boiler  
**C. E. Murray**, U.S. Navy  
**S. V. Nelson**, State of Colorado  
**V. G. Newton**, Boiler & Property Consulting, LLC  
**C. R. Ramcharran**, The American Society of Mechanical Engineers

**J. Safarz**, Selas Heat Technology, Co., LLC  
**D. Schirmer**, Boiler and Property Consulting, LLC  
**A. Shahabi**, Riello Canada  
**A. D. Silver**, SCC, Inc.  
**F. R. Switzer, Jr.**, S-afe, Inc.  
**M. Wadkinson**, Fulton Thermal Corp.  
**J. Boyd**, *Alternate*, Karl Dungs, Inc.  
**T. M. Griffin**, *Alternate*, The Hartford Steam Boiler Insurance and Inspection  
**S. J. Guzinski**, *Alternate*, Naval Facilities Engineering Service Center  
**B. E. Leng**, *Alternate*, SCC, Inc.  
**J. Martens**, *Alternate*, Exponent, Inc.  
**K. E. Nelson**, *Alternate*, UL, LLC  
**J. O'Halloran**, *Alternate*, Xylem, Inc.  
**J. Pettiford**, *Alternate*, The Fulton Co.  
**P. H. Schuelke**, *Alternate*, Weil-McLain  
**T. Shernisky**, *Alternate*, Onecis Insurance Co.  
**J. C. Stoeger**, *Alternate*, Industrial Combustion  
**G. A. Tompkins**, *Alternate*  
**D. C. Wiggins**, *Alternate*, Lochinvar, LLC  
**R. K. Black**, *Honorary Member*, Johnston Boiler Co.  
**T. W. Bukowski**, *Honorary Member*, Weber-Stephen Products Co.  
**R. B. West**, *Honorary Member*, State of Iowa, Division of Labor Services

ASME CSD-1 2018  
Click to view the full PDF of ASME CSD-1 2018  
ASME NORMDOC.COM

# CORRESPONDENCE WITH THE CSDAFB COMMITTEE

**General.** ASME Standards are developed and maintained with the intent to represent the consensus of concerned interests. As such, users of this Standard may interact with the Committee by requesting interpretations, proposing revisions or a case, and attending Committee meetings. Correspondence should be addressed to:

Secretary, CSDAFB Standards Committee  
The American Society of Mechanical Engineers  
Two Park Avenue  
New York, NY 10016-5990  
<http://go.asme.org/Inquiry>

**Proposing Revisions.** Revisions are made periodically to the Standard to incorporate changes that appear necessary or desirable, as demonstrated by the experience gained from the application of the Standard. Approved revisions will be published periodically.

The Committee welcomes proposals for revisions to this Standard. Such proposals should be as specific as possible, citing the paragraph number(s), the proposed wording, and a detailed description of the reasons for the proposal, including any pertinent documentation.

**Proposing a Case.** Cases may be issued to provide alternative rules when justified, to permit early implementation of an approved revision when the need is urgent, or to provide rules not covered by existing provisions. Cases are effective immediately upon ASME approval and shall be posted on the ASME Committee web page.

Requests for Cases shall provide a Statement of Need and Background Information. The request should identify the Standard and the paragraph, figure, or table number(s), and be written as a Question and Reply in the same format as existing Cases. Requests for Cases should also indicate the applicable edition(s) of the Standard to which the proposed Case applies.

**Interpretations.** Upon request, the CSDAFB Standards Committee will render an interpretation of any requirement of the Standard. Interpretations can only be rendered in response to a written request sent to the Secretary of the CSDAFB Standards Committee.

Requests for interpretation should preferably be submitted through the online Interpretation Submittal Form. The form is accessible at <http://go.asme.org/InterpretationRequest>. Upon submittal of the form, the Inquirer will receive an automatic e-mail confirming receipt.

If the Inquirer is unable to use the online form, he/she may mail the request to the Secretary of the CSDAFB Standards Committee at the above address. The request for an interpretation should be clear and unambiguous. It is further recommended that the Inquirer submit his/her request in the following format:

Subject:	Cite the applicable paragraph number(s) and the topic of the inquiry in one or two words.
Edition:	Cite the applicable edition of the Standard for which the interpretation is being requested.
Question:	Phrase the question as a request for an interpretation of a specific requirement suitable for general understanding and use, not as a request for an approval of a proprietary design or situation. Please provide a condensed and precise question, composed in such a way that a "yes" or "no" reply is acceptable.
Proposed Reply(ies):	Provide a proposed reply(ies) in the form of "Yes" or "No," with explanation as needed. If entering replies to more than one question, please number the questions and replies.
Background Information:	Provide the Committee with any background information that will assist the Committee in understanding the inquiry. The Inquirer may also include any plans or drawings that are necessary to explain the question; however, they should not contain proprietary names or information.



Requests that are not in the format described above may be rewritten in the appropriate format by the Committee prior to being answered, which may inadvertently change the intent of the original request.

Moreover, ASME does not act as a consultant for specific engineering problems or for the general application or understanding of the Standard requirements. If, based on the inquiry information submitted, it is the opinion of the Committee that the Inquirer should seek assistance, the inquiry will be returned with the recommendation that such assistance be obtained.

ASME procedures provide for reconsideration of any interpretation when or if additional information that might affect an interpretation is available. Further, persons aggrieved by an interpretation may appeal to the cognizant ASME Committee or Subcommittee. ASME does not “approve,” “certify,” “rate,” or “endorse” any item, construction, proprietary device, or activity.

**Attending Committee Meetings.** The CSDAFB Standards Committee regularly holds meetings and/or telephone conferences that are open to the public. Persons wishing to attend any meeting and/or telephone conference should contact the Secretary of the CSDAFB Standards Committee.

ASME NORMDOC.COM : Click to view the full PDF of ASME CSD-1 2018

# ASME CSD-1-2018

## SUMMARY OF CHANGES

Following approval by the ASME CSDAFB Committee and ASME, and after public review, ASME CSD-1-2018 was approved by the American National Standards Institute on August 23, 2018.

ASME CSD-1-2018 includes the following changes identified by a margin note, **(18)**.

<i>Page</i>	<i>Location</i>	<i>Change</i>
2	CG-230	Revised
3	CG-700	(1) Term <i>gas-pressure regulator</i> , <i>main</i> deleted (2) Definitions for <i>branch burner</i> , <i>may</i> ; <i>multiple-burner boiler unit</i> ; <i>pressure regulator</i> , <i>gas</i> , <i>main</i> ; <i>pressure regulator</i> , <i>zero governor</i> ; <i>shall</i> ; and <i>should</i> added
11	CE-170	Added
12	CW-110	Subparagraphs (c) and (d) revised
12	CW-120	Title and subparagraph (a) revised
14	CW-210	Revised
15	CW-410	Subparagraphs (a), (b), and (c) revised
19	Table CF-2	Title revised
20	CF-162	Revised in its entirety
21	Table CF-3	Tenth entry in third column revised
24	CF-180	Revised in its entirety
28	CF-330	Subparagraphs (a), (b), and (c) revised
30	CF-470	Revised
29	Table CF-5	First entry of second column and Note (1) revised
30	CF-480	Revised
31	CF-530	Revised
33	Nonmandatory Appendix B	Revised in its entirety
47	Nonmandatory Appendix D	Revised

INTENTIONALLY LEFT BLANK

ASMENORMDOC.COM : Click to view the full PDF of ASME CSD-1 2018

## Part CG General

### CG-100 GENERAL REQUIREMENTS

#### CG-110 Scope

The rules of this Standard cover requirements for the assembly, installation, maintenance, and operation of controls and safety devices on automatically operated boilers directly fired with gas, oil, gas-oil, or electricity, subject to the service limitations, exclusions, and acceptance of other listings in [CG-120](#), [CG-130](#), and [CG-140](#), respectively. Burner or burner assemblies installed on boilers or as a replacement burner shall comply with the requirements of [CF-110](#) and [CF-410](#) for gas and oil firing, respectively. The use of a gaseous or oil fuel not listed in the definitions has not been evaluated, and special considerations may be required.

#### CG-120 Service Limitations

The rules of this Standard are applicable to the following service:

- (a) all automatically fired boilers and burner assemblies, regardless of fuel input ratings subject to the exclusions and acceptance to other listings of [CG-130](#) and [CG-140](#), respectively
- (b) burners field-installed in automatically fired boilers

#### CG-130 Exclusions

The following are excluded from the requirements of this Standard:

- (a) boilers with fuel input ratings greater than or equal to 12,500,000 Btu/hr (3 663 kW), falling within the scope of NFPA 85, Boiler and Combustion Systems Hazard Code
- (b) water heaters (see [CG-700](#))
- (c) direct gas-fired swimming pool heaters that are labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction as complying with ANSI Z21.56/CSA 4.7, Standard for Gas-Fired Pool Heaters

#### CG-140 Acceptance of Other Listings

The following other listings are acceptable:

- (a) automatically operated boilers fired with gas having inputs of 400,000 Btu/hr (117 kW) or less that
  - (1) comply with [Part CW](#), [CE-110\(a\)](#), [CE-110\(b\)](#), and [CE-110\(j\)](#)

- (2) are labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction as complying with ANSI Z21.13/CSA 4.9, Standard for Gas-Fired Low Pressure Steam and Hot Water Boilers; meet the remaining requirements of this Standard (see [Nonmandatory Appendix A](#))

- (b) automatically operated boilers fired with oil having inputs of 3 gph (11.4 L/h) or less that

- (1) comply with [Part CW](#), [CE-110\(a\)](#), [CE-110\(b\)](#), and [CE-110\(j\)](#)

- (2) are labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction as complying with UL 726, Standard for Oil-Fired Boiler Assemblies; meet the remaining requirements of this Standard

- (c) automatically operated, electrically heated boilers having inputs of 115 kW or less that

- (1) comply with [Part CW](#), [CE-110\(a\)](#), and [CE-110\(b\)](#)

- (2) are labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction as complying with UL 834, Standard for Heating, Water Supply, and Power Boilers — Electric; meet the remaining requirements of this Standard

### CG-150 Jurisdictional Adoption of ASME CSD-1

Adoption of ASME CSD-1 by a jurisdiction shall not preclude the jurisdiction adopting and accepting boilers listed or certified to other safety standards or codes acceptable to the jurisdiction beyond the limitations contained in [CG-140](#). Where other such safety codes and/or standards are adopted/accepted and overlap with the scope of ASME CSD-1, it shall be the responsibility of the jurisdiction to define the application of this Standard and those other codes and/or standards.

### CG-160 Metric (SI) Units

This edition of the Standard uses U.S. Customary units. The acceptable equivalent SI units are shown in parentheses for information only and have been directly (soft) converted from the U.S. Customary units.

## CG-200 GENERAL PROVISIONS

### CG-210 General

Installation requirements shall apply to controls, safety devices, and burners on automatically fired boilers covered by this Standard.

For information regarding boiler and/or burner installations, refer to local codes. In the absence of local codes, see NFPA 54/ANSI Z223.1 for gas-fired boilers and NFPA 31 for oil-fired boilers.

For boilers firing liquefied-petroleum gas or LP-gas air mixtures, the requirements pertaining to the storage container, the first and second stage LP-gas pressure regulators, and all components upstream of the point of gas delivery (see [CG-700](#)) are covered by NFPA 58.

### CG-220 Installation

(a) Installation of controls, safety devices, and burners shall be in accordance with the manufacturer's instructions and the applicable requirements of this Standard. Diagrams detailing the wiring and piping connections for the controls and safety devices installed shall be furnished by the unit manufacturer [see [CG-510\(c\)](#)].

(b) Installations shall provide accessibility for removing burners; adjusting, cleaning, and lubricating working parts; and replacing controls, safety devices, and other control components.

(c) For information concerning the location and installation of LP-gas air mixture boilers, refer to local building codes.

(d) When one or more modules of a modular boiler (see [CG-700](#)) are replaced, compatibility of all controls and systems shall be ensured. The replacement modules shall comply with the initial listing and shall meet the requirements of this Standard.

### (18) CG-230 Observation Ports

Observation ports shall be provided to permit direct visual inspection of the pilot, main burner flame, and boiler furnace, if required to adjust the pilot and/or main burner flame. Observation ports providing direct visual observation are not required for the following:

(a) boilers using pulse combustion that are labeled and listed by a nationally recognized testing agency.

(b) boilers providing indirect observation by reflection for visual observation or an indicator driven by a sensor. When used, a sensor and indicator shall display both the presence and absence of the pilot and/or main flame.

### CG-240 Guarding

Guards shall be provided to protect personnel and protect against damage to control equipment. Guarding shall conform to applicable regulations.

## CG-250 Annunciator Systems

Where used, annunciator systems, and their associated test and acknowledgement circuits, shall have all contacts, switches, relays, and lights arranged so that safety control functions are not bypassed.

## CG-260 Combustion Air

(a) The requirements of combustion air shall be in accordance with NFPA 54/ANSI Z223.1 for gas-fired boilers and with NFPA 31 for oil-fired boilers.

(b) Louvers and grilles shall be fixed in the open position or interlocked with the equipment so that they are opened automatically during equipment operation. The interlock shall be placed on the driven member.

(c) Fans supplying air to the boiler room for combustion shall be interlocked with the burner so that air flow is proven during equipment operation.

## CG-300 MATERIAL REQUIREMENTS

### CG-310 Components

Each control and safety device covered by this Standard shall be accepted for the intended service by a nationally recognized testing agency such as, but not limited to, UL, FM, or CSA (see [CG-230](#)).

## CG-400 TESTING AND MAINTENANCE

### CG-410 Cleaning

Manufacturers of controls and safety devices requiring periodic service shall furnish detailed instructions covering the procedures and frequency of cleaning [see [CG-510\(c\)](#)].

### CG-420 Testing

Manufacturers of boilers and burners covered by this Standard shall furnish detailed instructions for testing controls and safety devices, both when the boiler is operating and when it is out of service [see [CG-510\(c\)](#)].

### CG-430 Maintenance

Boiler, boiler unit, and burner manufacturers shall furnish detailed instructions on maintenance and service procedures for the fuel burning system or electrically heated units, including controls and safety devices installed with the unit.

These instructions shall include requirements specifying that cover plates, enclosures, and guards shall be maintained in place at all times, except during maintenance (see [CG-510](#) and [Part CM](#)).

Boiler, boiler unit, burner, and control manufacturers' operation and maintenance instructions furnished with the equipment shall be retained and made available to the boiler operator (see [CG-510](#)).

## CG-440 Operational Testing

(a) The manufacturer of shop-assembled boilers shall test and report per [CG-510\(a\)](#) on the operation of control systems and safety devices installed in accordance with this Standard. Test conditions shall be as close to specified field conditions as feasible prior to shipment from the manufacturer's facility. Where production makes it infeasible to check each shop-assembled boiler unit individually prior to shipment, the manufacturer shall follow a written inspection and quality control procedure by which the intent of this paragraph will be met.

(b) The installing contractor shall test and report per [CG-510\(b\)](#) on the operation of control systems and safety devices installed in accordance with this Standard prior to release to the owner/user.

## CG-500 CERTIFICATION AND REPORTING

### CG-510 Certification and Reporting

(a) Manufacturers of shop-assembled boiler units covered by this Standard shall maintain a report for each boiler unit or on each category (type, size, or model) for boiler units. For boiler units less than or equal to 400,000 Btu/hr (117 kW) for gas, or less than or equal to 3 gph (11.4 L/h) for oil, a report shall be maintained on each category (type, size, or model). This report shall list

(1) each control and safety device installed in accordance with this Standard

(2) name of the manufacturer and model number of each control and safety device

(3) operational test performed (see [CG-440](#))

Items (1) through (3) shall be verified by the signature of an authorized representative of the manufacturer on this report. An example of an acceptable data report form is contained in [Nonmandatory Appendix C](#). This report shall be made available to the authorized inspection agency or the inspector for action as required by the local jurisdiction.

(b) Installing contractors shall maintain or obtain from the manufacturer a report for each installation completed. The report shall list

(1) each control and safety device installed in accordance with this Standard

(2) name of the manufacturer and model number of each control and safety device

(3) operational test performed (see [CG-440](#))

Items (1) through (3) shall be verified by the signature of an authorized representative of the installing contractor on this report. An example of an acceptable

report form is contained in [Nonmandatory Appendix C](#). This report shall be made available to the authorized inspection agency or the inspector for action as required by the local jurisdiction.

(c) Installing contractors shall obtain from the boiler manufacturer pertinent operating, testing, servicing, and cleaning instructions for the controls and safety devices (see [CG-410](#), [CG-420](#), and [CG-430](#)). It is the responsibility of the installing contractor to deliver these instructions, together with complete wiring and piping diagrams, and a written precaution that the operating, testing, and servicing only be performed by a qualified individual (see [CG-700](#)) to the owner/user and to obtain a receipt for the instructions. The receipt shall be filed with the installation report.

## CG-600 OPERATION

### CG-610 Lockout

The manual procedure required for effecting the restart of the equipment subsequent to a lockout shall be accomplished from a location where the cause of the lockout may be determined so that the necessary corrective action may be performed to ensure that safe operating conditions prevail before restarting the boiler.

Safety control(s) that can electronically reset without local manual intervention, such as when power or control input to the device is interrupted and then restored, shall not be permitted.

## CG-700 DEFINITIONS

(18)

*accepted*: describing a boiler unit, equipment, or device that is listed, labeled, or otherwise determined to be suitable and safe by a nationally recognized testing agency. Field installations are accepted when approved by the authority having jurisdiction.

*air change*: the quantity of air necessary to completely replace the air contained in the combustion chamber and associated flue passages.

*air shutter*: an adjustable device for varying the flow of air.

*alarm*: an audible or visible signal indicating an off-standard or abnormal condition.

*alarm circuit*: a circuit that includes an alarm.

*annunciator*: a device that indicates a condition, either normal or abnormal, by visual signals, audible signals, or both.

*approved*: acceptable to the authority having jurisdiction.

*atomizing media*: a supplementary medium, such as steam or air, that assists in breaking the fuel oil into a fine spray.

*authorized inspection agency*: the inspection agency approved by the appropriate authority of a state or municipality of the United States or a province of Canada that has adopted this Standard.

*AWG*: American Wire Gauge.

*bleed line*: a section of piping or tubing that conveys the release of gas from a fuel train component, which periodically releases gas pressure to the atmosphere in order to operate properly.

*boiler*: a closed vessel in which water or other liquid is heated, steam or vapor is generated, steam or vapor is superheated, or any combination thereof, under pressure or vacuum for use external to itself, by the direct application of heat from the combustion of fuels or from electricity.

*boiler, automatically fired*: a boiler that cycles automatically in response to a control system.

*boiler, high-pressure*: a boiler in which steam or vapor is generated at a pressure greater than 15 psig (100 kPa gage).

*boiler, hot-water*: a hot-water heating boiler, hot-water supply boiler, or high-temperature water boiler.

*boiler, hot-water heating*: a boiler in which no steam is generated and from which hot water is circulated for heating purposes, then returned to the boiler operating at a pressure less than or equal to 160 psig (1 100 kPa gage) or a temperature less than or equal to 250°F (120°C) at or near the boiler outlet.

*boiler, hot-water supply*: a boiler that furnishes hot water to be used externally to itself at a pressure less than or equal to 160 psig (1 100 kPa gage) or a temperature less than or equal to 250°F (120°C) at or near the boiler outlet.

*high-temperature water boiler*: a water boiler intended for operation at pressures in excess of 160 psig (1 100 kPa gage) and/or temperatures in excess of 250°F (120°C).

*boiler, low-pressure*: a boiler in which steam or vapor is generated at a pressure less than or equal to 15 psig (100 kPa gage).

*boiler, miniature*: a boiler that does not exceed any of the following limits:

- (a) 16 in. (405 mm) inside diameter of shell
- (b) 20 ft<sup>2</sup> (1.86 m<sup>2</sup>) heating surface
- (c) 5 ft<sup>3</sup> (0.14 m<sup>3</sup>) gross volume,<sup>1</sup> exclusive of casing and insulation
- (d) 100 psig (700 kPa gage) maximum allowable working pressure

*boiler, modular*: a steam or hot water heating assembly consisting of a grouping of individual boilers called modules intended to be installed as a unit with no intervening stop valves. Modules may be under one jacket or individually jacketed. The individual modules shall be

limited to a maximum input of 400,000 Btu/hr (117 kW) (gas), 3 gph (11.4 L/h) (oil), or 115 kW (electric).

*boiler manufacturer*: an organization that manufactures pressure parts for boilers or that shop-assembles parts into completed boilers.

*boiler system*: a system comprised of the boiler(s); its controls, safety devices, and interconnected piping; vessels; valves; fittings; and pumps.

*boiler unit*: a complete assembly comprised of the boiler, the apparatus used to produce heat, and associated controls and safety devices.

*branch burner*: a burner that takes off from the main burner supply line but does not have its own primary safety control, but rather uses the main burner as its source of ignition and safety control (e.g., second stage burner). A line burner (or pipe burner) installed adjacent to line burner and acting as the ignition source of the adjacent line burner is considered to be a branch of a single-burner assembly.

*branch circuit*: that portion of the wiring system between the final overcurrent device protecting the circuit and utilization equipment.

*branch line*: a section of pipe or tubing directly connected to a larger diameter or manifold line.

*Btu (British thermal unit)*: a quantity of heat required to raise the temperature of 1 lb (0.45 kg) of water 1°F (0.56°C).

*building code*: an ordinance that sets forth requirements for building design and construction, and equipment installation, or, where such an ordinance has not been enacted, one of the following model codes:

- (a) National Building Code
- (b) Standard Building Code
- (c) Uniform Building Code

*burner*: a device for the introduction of fuel and air into the combustion zone at the desired velocities, turbulence, and concentration to establish and maintain ignition and combustion of the fuel (see also *burner assembly*).

*burner, atmospheric*: a gas burner in which air for combustion is supplied by natural draft, the inspirating force being created by gas velocity through the orifices.

*burner, mechanical draft, atmospheric*: an atmospheric gas burner including a mechanical draft device, such as a forced draft or induced draft fan to provide sufficient air for completing the combustion process.

*burner, natural draft type*: a burner that depends primarily on the natural draft created in the flue to induce the air required for combustion into the burner.

*burner, power*: a burner in which all air for combustion is supplied by a power-driven fan that overcomes the resistance through the burner.

<sup>1</sup>The gross volume is intended to include such gas passages as are integral with the assembled pressure parts. Gross volume is defined as the volume of a rectangular or cylindrical enclosure into which all the pressure parts of the boiler in their final assembled positions could be fitted. Projecting nozzles or fittings need not be considered in the volume.



*burner assembly*: a burner that is factory-built as a single assembly or as two or more subassemblies that include all essential parts necessary for its normal function when installed as intended.

*burner tip*: a termination point that directs gas into a flame of a pilot or into the combustion chamber.

*combined feeder/cutoff*: a device that regulates makeup water to a boiler in combination with a low-water fuel cutoff.

*combustion*: the rapid oxidation of fuel, producing heat or heat and light.

*combustion air*: the air required for combustion of the fuel. This does not include the air used for atomization.

*combustion chamber*: the portion of the boiler enclosure into which the fuel is fed, ignited, and burned (also referred to as furnace or firebox).

*conductor*: a body that may be used to conduct electric current.

*continuous duty*: the design feature of an electrical device, such as a motor, enabling the device to operate at the rated load for an indefinite period.

*control*: a device designated to regulate the fuel, air, water, steam, or electrical supply to the controlled equipment. It may be automatic, semiautomatic, or manual.

*control, operating*: an automatic control, other than a safety control, to start or regulate input according to demand and to stop or regulate input on satisfaction of demand.

*control, primary safety*: a control directly responsive to flame properties, sensing the presence of flame and, in event of ignition failure or loss of flame, causing safety shutdown.

*control, safety (also known as limit)*: a control responsive to changes in liquid level, pressure, or temperature and set beyond the operating range to prevent the operation beyond designed limits.

*control manufacturer*: an organization that manufactures operating and safety controls for use on boilers.

*CSA*: CSA Group.

*damper*: a valve or plate for regulating combustion air or flue gases.

*draft*: the difference in pressure between atmospheric and some other pressure in the furnace or gas passages.

*draft, mechanical*: the draft caused by a mechanical device, such as a forced draft or induced draft fan.

*draft, natural*: the draft caused by the difference in the temperature of the hot flue gases and the outside atmosphere.

*drip*: the container placed at a low point in a system of piping to collect condensate and from which condensate may be removed.

*fan, forced draft*: a fan used to supply air, under pressure, to the fuel-burning equipment of the boiler.

*fan, induced draft*: a fan used to exhaust gases, under suction, from the boiler.

*feedback line*: a section of piping or tubing that normally communicates air pressure from a point of reference to the air pressure side of a diaphragm of fuel train component, but could contain gas under abnormal conditions; or a section of piping or tubing that communicates flue or gas pressure from one point of reference to another point of reference.

*firing rate*: the rate at which air, fuel, or an air-fuel mixture is supplied to a burner, expressed in volume or heat units supplied per unit of time.

*flame failure response time*: the time interval between the loss of flame and deenergizing the safety shutoff valve.

*flue passages (breeching)*: the cavities (e.g., flue, exhaust, or vent system) that convey the products of combustion from the boiler combustion chamber to an approved location.

*FM*: factory mutual approvals.

*fuel train*: a series of valves, regulators, and controls, between the burner and the source of fuel, that regulates and controls the flow of fuel to the burner.

*gas*: one of the following fuel gases: natural gas, liquefied petroleum (LP) gas, LP-air mixture, manufactured gas, or mixed gas.

*gas-pressure regulator, pilot*: a device for controlling and maintaining a predetermined gas pressure for the pilot burner.

*gas-pressure relief line*: a section of pipe or tubing that conveys a release of gas from a gas-pressure relief valve.

*ground*: a conducting connection, whether intentional or accidental, between an electrical circuit or equipment and either the earth or a conducting body that serves in place of the earth.

*grounded*: connected to earth or to some conducting body that serves in place of the earth.

*grounded conductor*: a system or circuit conductor that is intentionally grounded.

*grounding conductor, equipment*: the conductor used to connect non-current-carrying metal parts of equipment, raceways, and other enclosures to the system-grounded conductor at the service and/or the grounding electrode conductor.

*guarded*: covered, shielded, fenced, enclosed, or otherwise protected by means of covers, casings, barriers, rails, screens, mats, or platforms to prevent contact by persons or objects.



*high fire*: the rate of a burner at or near design maximum fuel input.

*ignition system, direct*: an automatic ignition system that uses an electrically energized device to ignite fuel at a main burner.

*ignition system, hot surface*: an automatic, direct ignition system that uses a hot surface igniter to ignite fuel at a main burner.

*input rating*: the fuel-burning capacity of a burner at sea level in Btu/hr (W) as specified by the manufacturer.

*installing contractor*: an organization that installs a boiler, combustion controls, burners, and protective equipment in the field.

*labeled*: equipment or materials to which has been attached a label of a nationally recognized testing agency that maintains periodic inspection of production of labeled equipment or materials. Labeling indicates compliance with nationally recognized standards.

*liquefied-petroleum gas*: fuel gases, including commercial propane; predominantly propane, propylene, or commercial butane; predominantly butane; isobutane; and/or butylene.

*listed*: equipment or materials included in a list published by a nationally recognized testing agency that maintains periodic inspection of production of listed equipment or materials. Listing indicates compliance with nationally recognized standards.

*local*: within physical sight and sound of the affected equipment (see also *lockout*).

*lockout*: a safety shutdown that requires a local, manual procedure to restart the equipment (see also *shutdown, safety*).

*low fire start*: the light-off ignition of a burner with the fuel controls in a low fire position. In a system with guaranteed low fire start, interlocks are used to prevent startup if the burner is not in the low fire position.

*low-water fuel cutoff*: a device that shuts off the fuel when the boiler water falls to an unsafe level.

*LP-gas air mixture*: liquefied-petroleum gases distributed at relatively low pressures and normal atmospheric temperatures that have been diluted with air to produce a desired heating value and utilization characteristic.

*main burner flame-establishing period*: the interval of time the main burner fuel safety shutoff valves are permitted to be open before the primary safety control is required to prove the presence of the main burner flame.

*main manifold gas pressure*: the gas pressure measured at a location that is specified by the burner/boiler unit manufacturer and is taken downstream of the main gas pressure regulator.

*manifold, gas*: the conduit of an appliance that supplies gas to the individual burners.

*manual reset device*: a component of a control that requires resetting by hand to restart the burner after safe operating conditions have been restored.

*maximum fixed stop limit*: on a temperature or pressure control having an adjustable set point, the maximum fixed stop limit is the maximum setting to which the control can be adjusted and still perform its intended function (i.e., safety shutdown) but not be exceeded due to a mechanical or electrical stop device.

*may*: indicates an action is permissive, not required; or indicates an alternative means to accomplish the specified task.

*multiple-burner boiler unit*: a boiler unit with one common combustion chamber and more than one burner assembly, each of which has its own primary safety control.

*NEMA*: National Electric Manufacturers Association.

*NFPA*: National Fire Protection Association.

*oil*: any commercial grade fuel oil as defined by ASTM D396.

*pilot*: a small burner that is used to lightoff (ignite) the main burner.

*pilot, continuous*: also known as a constant burning pilot, a pilot that burns without turndown throughout the entire time the burner assembly is in service, whether the main burner is firing or not.

*pilot, intermittent*: a pilot that is automatically lighted each time there is a call for heat. It burns during the entire period the main burner is firing.

*pilot, interrupted*: a pilot that is automatically lighted each time there is a call for heat. The pilot fuel is cut off automatically at the end of the main burner flame-establishing period.

*pilot, proved*: a pilot flame supervised by a primary safety control.

*pilot flame-establishing period*: the interval of time that fuel is permitted to be delivered to a pilot burner before the primary safety control is required to prove the pilot flame.

*pilot manifold gas pressure*: the gas pressure measured at a location that is specified by the burner/boiler unit manufacturer and is taken downstream of the pilot gas-pressure regulator.

*point of gas delivery*: for other than undiluted liquefied-petroleum gas systems, the point of gas delivery shall be considered the outlet of the service meter assembly or the outlet of the service regulator or service shutoff valve when no meter is provided. For undiluted, liquefied-petroleum gas systems, the point of gas delivery shall be considered the outlet of the first stage LP-gas-pressure regulator.

*pool heater*: an appliance designed for heating nonpotable water stored at atmospheric pressure, such as water in swimming pools, spas, hot tubs, and similar applications.

*postpurge period*: a period of time after the fuel valves close, during which the burner motor or fan continues to run to supply air to the combustion chamber and flue passages.

*prepurge period*: a period of time on each startup during which air is introduced into the combustion chamber and flue passages in volume and manner as to completely replace the air or fuel-air mixture contained therein prior to initiating ignition.

*pressure regulator, gas, main*: a device for controlling and maintaining a predetermined gas pressure to the gas manifold.

*pressure regulator, LP-gas, first stage*: on undiluted LP-gas systems, a pressure regulator designed to reduce pressure from the container to 10.0 psi (70 kPa) or less.

*pressure regulator, LP-gas, second stage*: a pressure regulator for service on undiluted LP-gas systems designed to reduce first stage regulator outlet pressure to 14.0 in. W.C. (4.0 kPa) or less.

*pressure regulator, service*: a pressure regulator installed by the serving gas supplier to reduce and limit the service line gas pressure to delivery pressure.

*pressure regulator, zero governor*: a main gas pressure regulator that is normally adjusted to deliver gas at atmospheric pressure within its flow rating.

*primary safety control system*: an automatic labeled and listed control that may integrate the functions of other controls, such as operating control(s), primary safety control(s), safety control(s), and sensing devices. This control system integrates separate labeled and listed components that incorporate feedback so that the failure of any of these sensing devices will result in a safety shutdown and lockout condition of the boiler.

*proven prepurge*: a provision of the control system for preventing burner operation until prescribed air flow is proven to be established during prepurge.

*pulse combustion*: a self-aspirating, acoustically resonating combustion system.

*qualified individual*: a boiler service technician who is engaged in and responsible for installation, replacement, repair, or service of the boiler, fuel-burning system controls, and safety devices and is experienced in such work.

*readily accessible*: having direct unimpeded access without the need of a ladder or removing or moving any panel, door, or similar covering of the item described.

*recycle*: the process of sequencing a normal burner start following safety shutdown before the establishment of lockout.

*relay*: a device that is operative by a variation in the conditions of one electric circuit to start the operation of other devices in the same or another electric circuit, such as pressure or temperature relay.

*relight*: the action upon loss of main flame to reestablish the ignition source without recycle.

*sediment trap*: a device in a gas line that collects and prevents solid debris (such as pipe dope, slag, dirt, etc.) from traveling downstream into the gas controls (see Figure CG-1).

*shall*: indicates an action that is mandatory and required to accomplish the specified task.

*should*: indicates a preferred but not mandatory means to accomplish the specified task.

*shutdown, normal*: shutting off fuel and ignition energy to the burner by means of an operating control.

*shutdown, safety*: shutting off all fuel and ignition energy to the burner by means of a safety control or primary safety control (see also *lockout*).

*switch, air flow*: a device used to prove the flow of air.

*switch, high oil-temperature*: a temperature-actuated device arranged to stop the flow of fuel to a preheated oil burner or to prevent it from starting when the fuel oil temperature rises above a set point, which shall be the upper end of the viscosity range recommended by the burner manufacturer.

*switch, high-pressure*: a pressure-actuated device to monitor liquid, steam, or gas pressure and arranged to stop the flow of fuel to the burner at a preset high pressure.

*switch, low oil temperature*: a temperature-actuated device arranged to stop the flow of fuel to a preheated oil burner or to prevent it from starting when the fuel oil temperature falls below a set point, which shall be the lower end of the viscosity range recommended by the burner manufacturer.

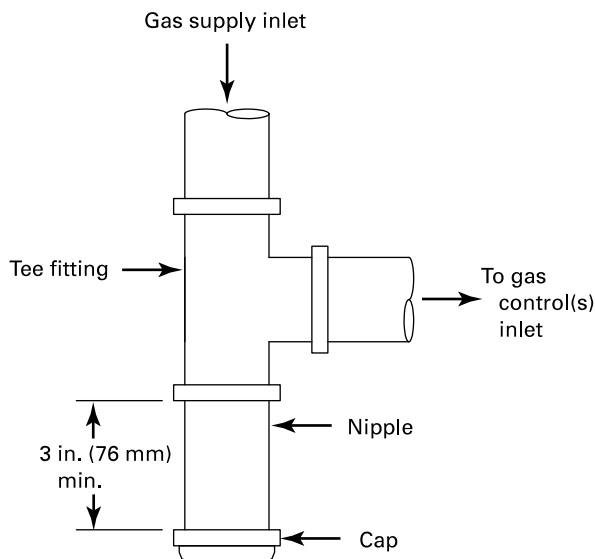
*switch, low-pressure*: a pressure-actuated device to monitor liquid, steam, or gas pressure and arranged to stop the flow of fluid to the burner at a preset low pressure.

*switch, pressure*: a pressure-responsive device that makes or breaks an electrical circuit and may be automatically or manually reset.

*time delay*: a deliberate delay of a predetermined time in the action of a safety device or control.

*UL*: Underwriters Laboratories, Inc.

*upper set point limit*: on a temperature or pressure control having an adjustable range of set points, the upper set point limit is the maximum pressure or temperature set point in the range of the control, to which the control can be adjusted and still perform its intended function (i.e., safety shutdown).

**Figure CG-1 Sediment Trap**

*valve, automatic:* an automatic device consisting essentially of a valve and operator that controls the fuel supply to the burner(s) during normal operation of a boiler. It may be actuated by application of electrical, mechanical, or other means.

*valve, lubricated plug type:* a valve of the plug and barrel type designed for maintaining a lubricant between the bearing surfaces.

*valve, modulating control:* a valve designed to regulate fuel input to the burner in response to demand.

*valve, proof-of-closure:* a safety shutoff valve equipped with an interlock switch that will be actuated only after the valve has fully closed.

*valve, safety shutoff:* a fast-closing valve that automatically and completely shuts off the fuel supply in response to a normal or safety shutdown signal.

*valve shaft:* the movable part of the sealing mechanism of a safety shutoff valve. The valve shaft may also be referred to as the valve stem.

*vent limiter:* a means that limits the flow of gas from the atmospheric diaphragm chamber to the atmosphere in the event of diaphragm rupture. This may be either a limiting orifice or device.

*vent line:* a section of piping or tubing that conveys the release of gases from fuel train components.

*vent valve:* a normally open, power-closed valve piped between the two safety shutoff valves and vented to a safe point of discharge.

*vent valve line:* a section of piping that conveys the release of gas from an automatic or manually operated vent valve.

*water heater:* a vessel, which is closed except for openings through which water can flow, that includes the apparatus by which heat is generated and on which all controls and safety devices necessary to prevent pressures greater than 160 psig (1 100 kPa gage) and water temperatures greater than 210°F (99°C) are provided, in which potable water is heated by the combustion of fuels, electricity, or any other heat source and withdrawn for external use.

## Part CM

# Testing and Maintenance

### CM-100 PERIODIC TESTING AND MAINTENANCE

#### CM-110 General

Since the effective operation of all safety devices depends upon their ability to respond to their activating impulses, a systematic and thorough maintenance program shall be established and performed.

(a) An inspection and maintenance schedule shall be established and performed on a periodic basis. The periodic basis shall be at least that required by the equipment manufacturer or at least annually.

(b) Operability and set points on all devices, where applicable, shall be verified by periodic testing, and the results shall be recorded in the boiler log, maintenance record, service invoice, or other written record.

(c) Any defect found shall be brought to the attention of the boiler owner and shall be corrected immediately.

(d) Frequent inspection, adjustment, and cleaning shall be performed during initial start-up operation to ensure all safety controls and devices are functioning as intended and are in a reliable operating condition (see [CM-120](#)).

#### CM-120 Familiarity With Equipment and Procedures

The qualified individual performing inspections and tests shall be trained and familiar with all operating procedures and equipment functions and shall be capable of determining the equipment is in an as-designed operating condition. The individual shall be familiar with all precautions and shall have complied with the requirements of the authority having jurisdiction.

#### CM-130 Periodic Maintenance and Testing

The owner or user of an automatic boiler system shall develop and maintain a formal system of periodic preventive maintenance and testing. Tests shall be conducted on a regular basis, and the results shall be recorded in the boiler log or in the maintenance record or service invoice. The manufacturer's instructions shall be followed. Additional information and a recommended checklist are provided in [Nonmandatory Appendix D](#).

Because of the variety of equipment and modes of operation, owners and users shall provide a detailed checklist for operator's use in accordance with the boiler, boiler unit, burner, and control device assembly manufacturer's instructions.

## Part CE Electrical

### CE-100 ELECTRICAL REQUIREMENTS

#### CE-110 General

Installation requirements shall apply to controls, safety devices, and burners on automatically fired boilers covered by this Standard.

For information regarding boiler and/or burner installations, refer to local codes. In the absence of local codes, see NFPA 70.

(a) A disconnecting means capable of being locked in the open position shall be installed at an accessible location at the boiler so that the boiler can be disconnected from all sources of potential. This disconnecting means shall be an integral part of the boiler or adjacent to it.

(b) A manually operated remote shutdown switch or circuit breaker shall be located just outside the boiler room door and marked for easy identification.

(1) Consideration should be given to the type and location of the remote shutdown switch to safeguard against tampering. If the boiler room door is on the building exterior, the switch should be located just inside the door. If there is more than one door to the boiler room, there should be a remote shutdown switch located at each door.

(2) Activation of the remote shutdown switch or circuit breaker shall immediately shut off the fuel or energy supply.

(c) All uninsulated live metal parts and all rotating or moving parts that may cause injury shall be guarded to avoid accidental contact.

(d) The electrical equipment shall be arranged so that failure of this equipment will cause the fuel supply to be shut off.

(e) The power supply to the electrical control system shall be from a two-wire branch circuit that has a grounded conductor; otherwise, an isolation transformer with a two-wire secondary shall be provided. When an isolation transformer is provided, one side of the secondary winding shall be grounded. Control voltage shall not exceed 150 nominal volts, line to line.

(1) One side of all coils shall be electrically located in the grounded side of the circuit. All switches, contacts, and overcurrent devices shall be electrically located in the ungrounded or "hot" side of the circuit.

(2) All electrical contacts of every safety device installed in the same control circuit shall be electrically connected in series.

(f) All electrical components and devices shall have a voltage rating commensurate with the supply voltage of the control system.

(g) All electrical components and devices shall be provided with an electrical enclosure that is at least NEMA Type 1 (General Purpose). Where electrical devices will be subject to dripping moisture, the enclosures shall be at least NEMA Type 2 (Driptight).

(h) All electrical control devices shall be of a type tested and accepted by a nationally recognized testing agency.

(i) The design of the control circuits shall be such that limit and primary safety controls shall directly open a circuit that functions to interrupt the supply of fuel to combustion units.

(j) Automatic resetting devices, controls, or switches shall be installed in accordance with the instructions of the combustion safeguard control manufacturer. No automatic resetting device, control, or switch shall be installed in the wiring between the load side (terminal) of the primary or programming control and the main or ignition fuel valve or valves. This does not preclude the installation of manually operated test switches for the purposes of testing tight closure of individual fuel valves.

#### CE-120 Overcurrent Protection

(a) Conductors for interconnecting wiring that is smaller than the supply conductors shall be provided with overcurrent protection based on the size of the smallest interconnecting conductors external to any control box.

(b) Overcurrent protection for interconnecting wiring shall be located at the point where the smaller conductors connect to the larger conductors. However, overall overcurrent protection is acceptable if it is sized on the basis of the smallest conductors of the interconnecting wiring.

(c) Overcurrent protection devices shall be accessible, and their function shall be identified.

#### CE-130 Motors

(a) Motors exposed to dripping or spraying oil or water shall be of drip-proof construction. All motors shall be fully guarded as installed.

(b) Motors shall be provided with a corrosion-resistant nameplate.

(c) Motors shall be provided with running protection by means of integral thermal protection, overcurrent devices, or a combination of both in accordance with manufacturer's instructions that shall be based on the requirements of NFPA 70.

(d) Motors shall be rated for continuous duty and shall be designed for an ambient temperature of 104°F (40°C) or higher.

(e) All motors shall be provided with terminal leads or terminal screws in terminal boxes integral with, or secured to, the motor frames.

#### **CE-140 Ignition System**

(a) When automatic electric ignition is provided, it shall be accomplished by means of a high-voltage electric spark, a high-energy electric spark, or a hot surface igniter.

(b) Ignition transformers shall conform to requirements of UL 506.

(c) Ignition cable shall conform to the requirements of UL 814.

#### **CE-150 Wiring**

(a) All wiring for boilers shall be rated for the maximum operating temperature to which it may be exposed. Such wiring shall be in accordance with NFPA 70. All wiring between components shall have copper conductors not less than size No. 18 AWG and constructed in accordance with NFPA 70.

(b) All electrical wiring shall have a voltage rating commensurate with the voltage of the power supply.

(c) Conductors shall be protected from physical damage.

(d) Conductors shall be sized on the basis of the rated current of the load they supply.

#### **CE-160 Bonding and Grounding**

(a) Means shall be provided for grounding the major metallic frame or assembly of the boiler.

(b) Non-current-carrying enclosures, frames, and similar parts of all electrical components and devices shall be bonded to the main frame or assembly of the boiler. Electrical components that are bonded by their installation do not require a separate bonding conductor.

(c) When an insulated conductor is used to bond electrical components and devices, it shall show a continuous green color, with or without a yellow stripe.

#### **CE-170 Annunciation, Status, and Control Wiring (18) to Primary Safety Control Systems**

(a) Connections made to the primary safety control system and connected to an external device for the purpose of annunciation, status indication, or any other purpose shall not

(1) change the intended operation or setting of safety or operating controls

(2) energize safety-related outputs from the primary safety control system

(b) Connections of any external device as described in (a) shall be tested and reported in accordance with CG-440(b) by a qualified technician. Testing shall verify safety and operating controls of the primary safety control system are not bypassed, and no safety-related output from the primary safety control system is energized as a result of the external connections.



## Part CW

### Steam and Waterside Control

#### **CW-100 AUTOMATIC LOW-WATER FUEL CUTOFF AND/OR COMBINED WATER FEEDING DEVICE**

the surface of the water below the level of the lowest visible part of the gage glass (see also [CW-210](#)).

EXCEPTION: Only one low-water cutoff is required on gravity return units installed in residences, as defined by the authority having jurisdiction.

A water feeding device, when used, shall be constructed and installed so that the water inlet valve cannot feed water into the boiler through the float chamber or its connections to the boiler. The water feeding device shall be located to maintain the operating water level.

(b) The electrical circuit shall be connected in such a manner that either low-water fuel cutoff control will shut off the fuel or energy supply to the boiler when a low-water condition develops. One cutoff control shall be set to function ahead of the other.

(1) With a pumped condensate return, functioning of the lower of the two cutoff controls shall cause safety shutdown and lockout. The manual reset may be incorporated in the lower cutoff control. Where a reset device is separate from the low-water fuel cutoff, a means shall be provided to indicate actuation of the low-water fuel cutoff. The manual reset device may be the instantaneous type or may include a time delay of not more than 3 min after the fuel has been cut off.

(2) With gravity condensate return, the lower of the two cutoff controls shall be electrically connected with the upper cutoff to cause a safety shutdown requiring manual reset only when the upper cutoff has failed to function.

(c) The fuel cutoff device may be inserted internally or attached externally to the boiler. An external cutoff device may be attached to piping connecting a water column to the boiler or combined with a water column. Water column piping and connections shall be at least NPS 1 (DN 25). If the lower water fuel cutoff is connected to the boiler by pipe or fittings, no shutoff valves of any type shall be placed in such piping. A cross, or equivalent fitting, shall be placed in the water piping connection at every right angle to facilitate cleaning and inspection. Fuel cutoff devices embodying a separate chamber shall have a vertical drainpipe and blowoff valve, not less than NPS  $\frac{3}{4}$  (DN 20), located at the lowest point of the chamber or water-equalizing pipe connections so that the chamber and equalizing pipe can be flushed and the device tested.

(d) A low-water fuel cutoff or combined feeder/cutoff device may also be installed in the tapped openings available for attaching a water gage glass directly to a boiler,

#### **(18) CW-110 General Requirements for Water Level Controls for All Boilers**

(a) Each low-water fuel cutoff or combined feeder/cutoff device shall conform to UL 353 and shall be accepted by a nationally recognized testing agency.

(b) Installation diagrams and instructions shall be furnished by the manufacturer.

(c) All low-water fuel cutoffs or combined feeder/cutoff devices shall be located to provide access for servicing, repairing, testing, and inspection.

(d) All low-water fuel cutoffs shall have a pressure rating at least equal to the maximum allowable working pressure of the boiler.

(e) In probe-type, low-water fuel cutoffs, an open circuit failure, break, or disconnection of the electrical components or conductors in the safety circuit shall prevent continued operation of the firing mechanism.

(f) Alarms, when used, shall be distinctly audible above the ambient noise level and may be used in conjunction with indicating lights. They shall be located to alert the operator or an individual trained as to what action to take when an alarm indicates a potentially dangerous situation is developing.

(g) Low-water fuel cutoffs of the automatic or manual reset type shall be electrically connected in accordance with [CE-110\(j\)](#).

(h) For vacuum boilers, see the requirements in [CW-700](#).

#### **(18) CW-120 Requirements for Water Level Controls for Low-Pressure Steam Boilers**

(a) Each automatically fired, low-pressure steam boiler shall have at least two automatic low-water fuel cutoffs, one of which may be a combined feeder/cutoff device. When installed external to the boiler, each device shall be installed in individual chambers (water columns), which shall be attached to the boiler by separate pipe connections below the waterline. A common steam connection is permissible. Each cutoff device shall be installed to prevent startup and to cut off the boiler fuel or energy supply automatically, prior to the fall of

provided the connections are made to the boiler with nonferrous tees or wyes not less than NPS  $\frac{1}{2}$  (DN 15) between the boiler and water gage glass so that the water gage glass is attached directly and as close as possible to the boiler; the run of the tee or wye shall take the water glass fitting, and the side outlet or branch of the tee or wye shall take the low-water fuel cutoff or combined feeder/cutoff device. The ends of all nipples shall be hollowed to full-size diameter.

(e) A system may incorporate a time-delay component with the low-water fuel cutoff device to prevent short cycling. This component shall not constrict any connecting piping, and the time delay shall not exceed the boiler manufacturer's recommended timing or 90 sec, whichever is less. The device shall cut off the fuel or energy supply when the water falls to the lowest visible part of the gage glass.

### **CW-130 Requirements for Water Level Controls for Hot-Water Heating Boilers**

(a) Each automatically fired, hot-water heating boiler, except those installed in residences (as defined by the authority having jurisdiction), shall be protected by a low-water fuel cutoff intended for hot-water service (see also CW-210).

(b) Since there is no normal waterline to be maintained in a hot-water boiler, the low-water fuel cutoff can be located any place above the lowest safe permissible water level established by the boiler manufacturer.

(c) If the low-water fuel cutoff is located in the system piping, it must be ensured that the float chamber will drain properly under a low-water condition, and the installation must be arranged to ensure that if flow occurs in the float chamber, it will be in the upward direction. The low-water fuel cutoff device may be inserted internally or attached externally to the boiler. An external low-water fuel cutoff device attached to the boiler by piping and connections shall be at least NPS 1 (DN 25). If the low-water fuel cutoff is connected to the boiler by pipe or fittings, no shutoff valves of any type shall be placed in such piping. A cross, or equivalent fitting, shall be placed in the water piping connection at every right angle to facilitate cleaning and inspection. Low-water fuel cutoff devices embodying a separate chamber shall have a vertical drainpipe and a blowoff valve not less than NPS  $\frac{3}{4}$  (DN 20), located at the lowest point of the chamber of water equalizing pipe connections so that the chamber and equalizing pipe can be flushed and the device tested.

(d) Functioning of the low-water fuel cutoff due to a low-water condition shall cause safety shutdown and lockout. Where a reset device is separate from the low-water fuel cutoff, a means shall be provided to indicate actuation of the low-water fuel cutoff. The manual reset device may be the instantaneous type or may include a time delay of not more than 3 min after the fuel has been cut off.

(e) A means shall be provided for testing the operation of the low-water fuel cutoff without resorting to draining the entire system. Such means shall not render the device inoperable. If the means temporarily isolates the device from the boiler during this testing, it shall automatically return to its normal position.

### **CW-140 Requirements for Water Level Controls for High-Pressure Steam Boilers**

(a) Each automatically fired, high-pressure steam boiler, except miniature boilers, shall have at least two automatic low-water fuel cutoff devices. When installed external to the boiler, each device shall be installed in individual chambers (water columns), which shall be attached to the boiler by separate pipe connections below the waterline. A common steam connection is permissible. Each cutoff device shall be installed to prevent startup and cut off the boiler fuel or energy supply automatically when the surface of the water falls to a level not lower than the lowest visible part of the gage glass. One control shall be set to function ahead of the other. Each miniature boiler shall have at least one low-water fuel cutoff device (see also CW-210).

(b) Functioning of the lower of the two controls shall cause safety shutdown and lockout. The manual reset may be incorporated in the lower cutoff control. Where a reset device is separate from the low-water fuel cutoff, a means shall be provided to indicate actuation of the low-water fuel cutoff. The manual reset device may be of the instantaneous type or may include a time delay of not more than 3 min after the fuel has been cut off.

(c) The fuel cutoff device may be inserted internally or attached externally to the boiler. An external cutoff device may be attached on piping connecting a water column to the boiler or combined with a water column. Water column piping and connections shall be at least NPS 1 (DN 25). If the low-water fuel cutoff is connected to the boiler by pipe or fittings, no shutoff valves of any type shall be placed in such piping. The steam and water connections to a water column shall be readily accessible for internal inspection and cleaning. Some acceptable methods of meeting this requirement are by providing a cross-fitting with a back outlet at each right-angle turn to permit inspection and cleaning in both directions or by using pipe bends or fittings of a type that does not leave an internal shoulder or pocket in the pipe connection and with a radius of curvature that will permit the passage of a rotary cleaner. Fuel cutoff devices embodying a separate chamber shall have a vertical drainpipe and blowoff valve, not less than NPS  $\frac{3}{4}$  (DN 20), located at the lowest point of the chamber or water-equalizing pipe connections, so that the chamber and the equalizing pipe can be flushed and the device tested.



(d) A system may incorporate a time-delay component with the low-water fuel cutoff device to prevent short cycling. This component shall not constrict any connecting piping, and the time delay shall not exceed the boiler manufacturer's recommended timing, or 90 sec, whichever is less. The device shall cut off the fuel or energy supply when the water falls to the lowest visible part of the gage glass.

### **CW-150 Requirements for Operating and Safety Controls for Electrically Heated Boilers**

Electric resistance and electrode boilers shall have a boiler feed control system that shall maintain the operating level in steam boilers and operating water pressure on hot-water boilers. Where uncovering of the electrical element can lead to an unsafe condition, the boiler shall be provided with low-water fuel cutoff(s) in accordance with [Part CW](#). Boiler feed control and low-water fuel cutoff may be common to one control. In the case of electrode-type boilers, where the reduction in water level provides a self-limiting control on input, low-water fuel cutoff controls are not required.

### **CW-200 AUTOMATIC FUEL CUTOFF FOR FORCED CIRCULATION BOILERS**

#### **(18) CW-210 Requirements for Flow or Temperature Sensing Devices for Forced Circulation Boilers**

In lieu of the requirements for low-water fuel cutoffs in [CW-100](#), a boiler requiring forced circulation to prevent overheating and failure of the heat exchanger (tubes, coils, etc.) shall have one or more of the following means to protect the boiler unit against overheating at all allowable firing rates:

(a) a flow sensing device labeled and listed by a recognized testing agency as a safety control complying with the requirements of UL 353. This safety control shall be independent of any other operating controls and may be automatically reset when adequate flow is restored.

(b) in addition to a low-water fuel cutoff as specified in [CW-110](#) and [CW-130](#), a primary safety control system comprised of a labeled and listed primary safety control and temperature sensing devices that function to monitor temperature rise across the boiler unit such that inadequate flow rate can be determined by excessive temperature rise. This control may allow the boiler to recycle.

Upon detection of an inadequate flow rate, the means specified in (a) or (b) shall shut off the fuel or energy supply. Positive means shall be provided to determine during testing that these controls functioned upon an inadequate flow condition. The positive means shall enable these controls to remain in the running safety lock circuitry during testing.

The safety control must be automatically restored to service after completion of system testing.

(c) when there is a definitive waterline, a low-water fuel cutoff device complying with the applicable portions of [CW-100](#) shall be provided in addition to controls necessary for meeting the requirements of (a) or (b). Functioning of the low-water fuel cutoff shall cause a safety shutdown and lockout.

### **CW-300 PRESSURE CONTROLS**

#### **CW-310 Requirements for Pressure Controls for Steam Boilers**

(a) Each boiler pressure control shall conform to UL 353, Standard for Limit Controls, and shall be accepted by a nationally recognized testing agency.

(b) Each automatically fired steam boiler or system of commonly connected steam boilers shall have at least one steam pressure control device that will shut off the fuel supply to each boiler or system of commonly connected boilers when the steam pressure reaches a preset maximum operating pressure. This requirement does not preclude the use of additional operating control devices where required.

(c) In addition to the pressure control required in (b) above, each individual automatically fired steam boiler shall have a high steam pressure limit control that will prevent generation of steam pressure greater than the maximum allowable working pressure. Functioning of this control shall cause safety shutdown and lockout. The manual reset may be incorporated in the pressure limit control. Where the reset device is separate from the pressure limit control, a means shall be provided to indicate actuation of the pressure limit control. Each limit and operating control shall have its own sensing element and operating switch.

EXCEPTION: Lockout is not required for boiler units installed in residences, as defined by the authority having jurisdiction.

(d) A pressure limit control of the automatic or manual reset type shall be electrically connected in accordance with [CE-110\(j\)](#).

(e) No shutoff valve of any type shall be placed in the steam pressure connection between the boiler and the high-pressure limit control device and steam pressure control device or between the boiler and steam pressure control device.

(f) Each pressure control device shall be protected with a siphon, or equivalent means of maintaining a water seal, that will prevent steam from entering the control. The minimum size of a siphon shall be NPS  $\frac{1}{4}$  (DN 8). Tubing suitable for the temperatures and pressures involved, with an inside diameter at least equal to standard pipe sizes, may be substituted for pipe. When a control incorporating a mercury switch is mounted on the siphon, the loop of the siphon shall be in a plane

that is 90 deg (1.57 rad) from the plane of the mercury switch.

(g) Steam pressure supply connections to a single pressure control using pipe of nonferrous material shall not be less than NPS  $\frac{1}{4}$  (DN 8) for lengths up to and including 5 ft (1.5 m) and not less than NPS  $\frac{1}{2}$  (DN 15) for lengths over 5 ft (1.5 m). Tubing suitable for the temperatures and pressures involved, having an inside diameter at least equal to that of standard pipe, may be substituted for pipe.

(h) Steam pressure supply connections to a single pressure control using pipe of ferrous material shall not be less than NPS  $\frac{1}{2}$  (DN 15) for lengths up to and including 5 ft (1.5 m) and not less than NPS 1 (DN 25) for lengths over 5 ft (1.5 m). Tubing suitable for the temperatures and pressures involved, having an inside diameter at least equal to that of standard pipe, may be substituted for pipe.

(i) Pressure controls should have separate pressure connections; however, manifolding is permitted. When multiple controls are fed from a manifold, the manifold and common source connection to the boiler, for pipe of nonferrous material, shall not be less than NPS  $\frac{1}{2}$  (DN 15) for lengths up to and including 5 ft (1.5 m) and not less than NPS  $\frac{3}{4}$  (DN 20) for lengths over 5 ft (1.5 m). For manifolds using ferrous material, the manifold and common source connection to the boiler shall not be less than NPS  $\frac{3}{4}$  (DN 20) for lengths up to and including 5 ft (1.5 m) and not less than NPS  $1\frac{1}{4}$  (DN 32) for lengths over 5 ft (1.5 m). Individual controls are to be piped from the manifold according to the provisions of (g) and (h).

(j) The upper set point limit or maximum fixed stop limit of the pressure control selected shall not exceed the maximum allowable working pressure of the boiler.

## CW-400 TEMPERATURE CONTROLS

### (18) CW-410 Requirements for Temperature Controls for Hot-Water Boilers

(a) Each automatically fired hot-water boiler or each system of commonly connected hot-water boilers shall have at least two temperature-control devices that conform to UL 353 and shall be labeled and listed by a nationally recognized testing agency. This requirement does not preclude the use of additional temperature control devices that are not labeled and listed to UL 353.

(b) Each automatically fired hot-water boiler or each system of commonly connected hot-water boilers shall have at least one operating temperature control. This temperature control shall have its own sensing element and operating switch. The temperature control's sensing element shall be positioned so it senses the system water temperature to shut off the fuel or energy supply when the water reaches a preset operating temperature. The sensing element may be remote from the control unit.

(c) In addition to the operating temperature control requirements in (b), each individual automatically fired hot-water boiler shall have at least one high-temperature

limit control. The high-temperature limit control's sensing element shall be positioned on the boiler to cut off the fuel supply at or below the maximum allowable temperature. The upper set point limit or the maximum fixed stop limit of the high-temperature limit control shall not exceed the maximum allowable temperature. Functioning of this high-temperature limit control shall cause safety shutdown and lockout. The manual reset may be incorporated in the high-temperature limit control. Where a reset device is separate from the high-temperature limit control, a means shall be provided to indicate actuation of the high-temperature limit control. Each high-temperature limit control shall have its own sensing element and operating switch. The sensing element may be remote from the control unit.

EXCEPTION: Lockout is not required for boilers installed in residences, as defined by the authority having jurisdiction.

(d) Requirements in (b) and (c) may be fulfilled by accepted integrated controls with multiple sensors and operating switches. The integrated control's multiple sensors may be individually packaged or integrated into a single package.

(e) Each high-temperature limit and operating temperature control shall have its own sensing element and operating switch, unless the boiler temperature and limit control functions are performed by a primary safety control system meeting all the requirements of CW-210. The sensing element(s) may be remote from their control unit(s).

(f) Each required control of the automatic or manual reset type shall be electrically connected in accordance with CE-110(j).

(g) No shutoff valve or isolation device of any type shall be placed between the boiler and the boiler's controls as required in (b) and (c).

EXCEPTION: A shutoff valve or isolation device may be installed between the boiler and the operating temperature control(s) specified in (b) provided

(a) an accepted safety control is installed to monitor for sufficient water flow in the system and is interlocked with the boiler control to prevent firing if the water flow is insufficient as determined by the boiler manufacturer, or

(b) an accepted valve position supervisory device ensures the valve is open and is interlocked with the boiler control to prevent firing if the isolation valve is not fully open

## CW-500 SAFETY AND SAFETY RELIEF VALVES

### CW-510 Requirements for Steam and Hot-Water Heating Boilers

The safety and safety relief valves of all steam and hot-water heating boilers shall conform to the ASME Boiler and Pressure Vessel Code, Section I or Section IV, as applicable.

## CW-520 Requirements of Hot-Water Supply Boilers

(a) Each hot-water supply boiler shall have at least one officially rated safety relief valve mounted directly on the boiler and set to relieve at or below the maximum allowable working pressure of the boiler. The required steam-relieving capacity in Btu/hr (W) shall equal or exceed the maximum Btu/hr (W) output rating of the boiler.

(b) Each hot-water system consisting of a hot-water supply boiler and hot-water storage tank served by a hot-water supply boiler that is designed to operate at or below 210°F (99°C) shall have a temperature relief valve installed and set to relieve at or below 210°F (99°C). This valve shall be installed either in combination with that required in (a) or within the top 6 in. (150 mm) of the system's hot-water storage tank.

(c) Safety relief valves shall be installed and tested in accordance with the ASME Boiler and Pressure Vessel Code. Temperature relief valves shall be rated, tested, and installed in accordance with ANSI Z21.22/CSA 4.4 and combination pressure-temperature relief valves in accordance with ANSI Z21.22/CSA 4.4 for temperature and the ASME Boiler and Pressure Vessel Code for pressure.

## CW-600 MODULAR BOILERS

### CW-610 Water Level Controls for Modular Steam Heating Boilers

Modular steam heating boilers shall comply with CW-120, with the following differences:

(a) Each module shall be equipped with an automatic low-water fuel cutoff.

(b) The assembled modular steam boiler shall have a second low-water fuel cutoff mounted on a water column attached to the manifolds, or may be mounted on one of the modules, where the return piping is below the lowest safe waterline and all modules will drain equally. Operation of this low-water fuel cutoff shall shut off the fuel or energy supply to all modules.

### CW-620 Pressure Controls for Modular Steam Heating Boilers

Modular steam heating boilers shall comply with CW-310, with the following differences:

(a) The assembled modular boiler shall have a pressure control that complies with CW-310(c). Operation of this control shall shut off the fuel or energy supply to all modules.

(b) Each module shall have a pressure control that complies with CW-310(b).

## CW-630 Water Level Controls for Modular Hot-Water Boilers

Modular hot-water boilers shall comply with CW-130, with the following differences:

(a) The assembled modular boiler shall be protected by a low-water fuel cutoff located in the system piping such that it will detect a low-water condition before the level falls below the lowest safe waterline in any module.

(b) Operation of the low-water fuel cutoff shall shut off the fuel or energy supply to all modules.

### CW-640 Temperature Controls for Modular Hot-Water Heating Boilers

Modular hot-water boilers shall comply with CW-410, as follows:

(a) The assembled modular boiler shall have a high-temperature limit control that complies with CW-410(c). Operation of this control shall shut off the fuel or energy supply to all boiler modules.

(b) Each boiler module shall have an operating temperature control that complies with CW-410(b).

## CW-700 VACUUM BOILERS

### CW-710 Requirements for Vacuum Boilers

Vacuum boilers complying with ASME Boiler and Pressure Vessel Code, Section IV, Mandatory Appendix 5 shall be permitted to have the safety limit controls meeting the requirements identified in (a), (b), (c), and (d) in lieu of all other requirements in Part CW.

(a) Each boiler pressure and temperature control shall conform to UL 353, Standard for Limit Controls, and shall be accepted by a nationally recognized testing agency.

(b) Each boiler shall have a pressure control that interrupts the burner operation in response to boiler pressure. This pressure control shall be set from 2.5 psig (17 kPa) vacuum to 14.7 psig (100 kPa) vacuum.

(c) Each boiler shall have two temperature controls responsive to boiler temperature that interrupt burner operation. One shall operate at a temperature below 210°F (99°C). The other shall operate at a temperature not exceeding 210°F (99°C) and shall cause a safety shutdown and lockout.

(d) Each boiler shall have a properly sized safety valve. The safety valve shall

(1) have no test lever

(2) be set at a maximum pressure of 7.1 psig (49 kPa)

(3) conform to the ASME Boiler and Pressure Vessel Code, Section IV

## Part CF

### Combustion Side Control

#### CF-100 GAS-FIRED BOILER UNITS, EQUIPMENT

##### CF-110 Burner Assemblies and Boiler Units

(a) Burner assemblies for boiler units having inputs in excess of 400,000 Btu/hr (117 kW) shall comply with the provisions of this Part. Burner assemblies (including pulse combustion), as part of a boiler unit or separately, shall be labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction as complying with the standards referenced below. For a burner provided as an integral part of a boiler unit, the label on the boiler unit may serve as evidence that the burner is in compliance.

(1) UL 795

(2) ANSI Z21.13/CSA 4.9 (see [Nonmandatory Appendix A](#))

(3) ANSI Z21.56/CSA 4.7

(b) Boiler units having inputs of 400,000 Btu/hr (117 kW) or less, with field-installed gas burner assemblies, and boiler units that do not comply with ANSI Z21.13/CSA 4.9 shall comply with the provisions for

(1) purging, safety control timing, action on flame failure, loss of combustion air, combustion air proving, and fuel supervision given in [Table CF-1](#) or [Table CF-2](#), as applicable

(2) safety shutoff valve requirements per [CF-180\(b\)\(1\)](#)

(c) Field-installed, oil-fired assemblies having inputs of 400,000 Btu/hr (117 kW) or less shall be labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction as complies with ANSI Z21.17/CSA 2.7. The units on which they are installed shall comply with the provisions of this Standard.

(d) Boilers firing liquefied-petroleum gases or LP-gas air mixtures that do not comply with ANSI Z21.13/CSA 4.9, which are installed indoors, shall be equipped with safety shutoff devices of the complete shutoff type. A safety shutoff device of the complete shutoff type is one that will shut off the gas flow to both the main and pilot burner(s) in the event of main flame, pilot flame, or ignition failure.

(e) The provisions of this Part are intended to apply to equipment supplied with gas pressures not in excess of the following:

(1) 10 psig (70 kPa gage) for boilers firing gas-air mixtures within the flammable range (i.e., 5% to 15% by volume natural gas in air and 2.15% to 9.6% by volume propane in air)

(2) 20 psig (140 kPa gage) for boilers firing liquefied-petroleum gas

(3) 60 psig (410 kPa gage) for all other boilers

##### CF-120 Fuel Train

(a) See [Nonmandatory Appendix B](#) for typical fuel train diagrams. Fuel train designs other than those pictured in [Nonmandatory Appendix B](#), but meeting the requirements of this Standard shall be permitted.

(b) Thread-sealing compounds used on threaded joints of gas piping shall be resistant to the action of liquefied-petroleum gases.

##### CF-130 Filters or Strainers

Fuel cleaning equipment such as filters or strainers are recommended for use in the main gas supply line to the unit.

##### CF-140 Sediment Traps and Drips

(a) A sediment trap shall be installed upstream of the gas control(s). When a vertical section of piping supplied by the manufacturer is on the upstream side of the gas control(s), a sediment trap shall be installed. When a vertical section of piping is not supplied, installation instructions supplied by the manufacturer shall specify that a sediment trap be installed as close to the gas control(s) as practical at the time of the boiler's installation.

(b) For other than dry gas conditions, a drip shall be provided at any point in the line of pipe where condensate could collect.

##### CF-150 Manually Operated Gas Shutoff Valves

(a) Unless provided as part of a labeled and listed boiler or burner assembly, each manually operated gas shutoff valve shall comply with the applicable provisions of ANSI Z21.15/CSA 9.1, UL 842, or a nationally recognized standard, and be suitable for the intended use.

(b) Manually operated main shutoff and pilot shutoff valves shall be ball or lubricated plug type, with stops.

Table CF-1 400,000 Btu/hr (117 kW) and Smaller (Gas — Natural Draft)

Safety Control	Pilot Ignition Gas				
	Continuous Pilot	Intermittent Pilot	Interrupted Pilot	Direct Ignition System	Hot Surface Ignition
Purge requirements [Note (1)]	None	None	None	None	None
Pilot flame-establishing period	None	15-sec maximum	15-sec maximum	15-sec maximum	15-sec maximum
Main burner flame-establishing period	None	None	15-sec maximum	15-sec maximum	15-sec maximum
Flame failure response time [Note (2)]					
Pilot	180-sec maximum	4-sec maximum	4-sec maximum	Not applicable	Not applicable
Main burner	Not applicable	Not applicable	4-sec maximum	4-sec maximum	4-sec maximum
Valve closing time	Not applicable	5-sec maximum after de-energization	5-sec maximum after de-energization	5-sec maximum after de-energization	5-sec maximum after de-energization
Action on pilot flame failure [Note (1)]	Safety shutdown	Safety shutdown [Note (2)]	Safety shutdown [Note (2)]	Not applicable	Not applicable
Action on main burner flame failure [Note (1)]	Not applicable	Not applicable	Safety shutdown [Note (2)]	Safety shutdown [Note (2)]	Safety shutdown
Fuel pressure supervision	Not required	Not required	Not required	Not required	Not required

GENERAL NOTE: Timings shown above represent the maximum primary safety control timings permitted by this Standard. The model designation of the installed primary safety control together with the timings shall be provided in the documentation of the burner/boiler.

NOTES:

(1) After safety shutdown, wait a minimum 5-min time delay before resetting ignition system (instructional requirement).

(2) If the ignition system includes a relight feature, one relight attempt shall be initiated within 0.8 sec upon loss of flame.



**Table CF-2 400,000 Btu/hr (117 kW) and Smaller (Power Gas Burners, Mechanical Draft Atmospheric Gas Burners, and Pulse Combustion Systems), 3 gph (11.4 L/h) [Approximately 400,000 Btu/hr (117 kW)] and Smaller (Oil)**

Safety Control	Pilot Ignition Gas			Interrupted Pilot		Direct Ignition System		Hot Surface Ignition	
	Continuous Pilot	Intermittent Pilot	None	None	None	Gas	Oil	Gas Only	Gas Only
Purge requirements [Note (1)]	None	None	None	None	None	Pulse combustion: four air changes at 60% damper opening with both damper opening and air flow proven [Note (2)]	None	None	None
Pilot flame-establishing period	None	15-sec maximum	15-sec maximum	15-sec maximum	15-sec maximum	Not applicable	Not applicable	Not applicable	Not applicable
Main burner flame-establishing period	None	None	15-sec maximum	15-sec maximum	15-sec maximum	Pulse combustion: 4-sec maximum	30-sec maximum	15-sec maximum	15-sec maximum
Flame failure response time [Note (3)]									
Pilot	180-sec maximum	4-sec maximum	4-sec maximum	4-sec maximum	4-sec maximum	Not applicable	Not applicable	Not applicable	Not applicable
Main burner	Not applicable	Not applicable	4-sec maximum	4-sec maximum	4-sec maximum	4-sec maximum	30-sec maximum	4-sec maximum	4-sec maximum
Valve closing time	None	5-sec maximum after de-energization	5-sec maximum after de-energization	5-sec maximum after de-energization	5-sec maximum after de-energization	5-sec maximum after de-energization	Not applicable	5-sec maximum after de-energization	5-sec maximum after de-energization
Action on pilot flame failure	Safety shutdown	Safety shutdown [Note (1)]	Safety shutdown	Safety shutdown [Note (3)]	Safety shutdown	Not applicable	Not applicable	Not applicable	Not applicable
Action on main burner flame failure	None	None	Safety shutdown [Note (3)]	Safety shutdown [Note (3)]	Safety shutdown [Note (3)]	Pulse combustion, up to three recycles permitted before safety shutdown	Safety shutdown [Note (3)]	Safety shutdown	Safety shutdown
Fuel pressure supervision	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required

GENERAL NOTE: Timings shown above represent the maximum primary safety control timings permitted by this Standard. The model designation of the installed primary safety control together with the timings shall be provided in the documentation of the burner/boiler.

NOTES:

- (1) After safety shutdown, wait a minimum 5-min time delay before resetting ignition system (instructional requirement).
- (2) For dampers with a fixed mechanical stop, see CF-210(a)(1) and CF-210(a)(2).
- (3) If ignition system includes a relight feature, one relight attempt shall be initiated within 0.8 sec upon loss of flame.

(c) All manually operated valves shall be of the T-handle or lever-handled type with the handle parallel to the gas flow only when in the open position and perpendicular to the gas flow only when in the closed position. The valve shall be accessible, and the handle position shall clearly indicate the “open” and “closed” positions. The handle shall be of adequate size to permit opening and closing the valve without the use of tools. All manually operated shutoff valves shall be maintained and exercised in accordance with the manufacturer’s instructions to ensure the valve remains operable without the use of tools.

(d) Except as allowed in (e), the handle for all manually operated shutoff valves shall be permanently attached.

(e) Where permanently attached handles are not available or where the handle of a manual shutoff valve creates a personnel obstruction or hazard when the valve is in the closed position, a removable handle shall be permitted, provided all the following requirements are satisfied:

(1) The handle shall remain installed on the valve at all times when the valve is open.

(2) Following removal, reattachment shall only be possible such that the handle is perpendicular to the gas flow with the valve in the closed position.

(3) Valve position shall be clearly indicated whether the handle is attached or detached.

(4) Upon removal, the valve handle shall be reoriented (turned 180 deg) and reattached to eliminate the personnel obstruction or hazard, or if remaining detached, the valve handle shall be tethered to the gas main no more than 3 ft (1 m) from the valve in a manner that does not cause personnel safety issues and allows trouble-free reattachment of the handle and operation of the valve without untethering the handle.

(5) A handle tethered in accordance with (4) above shall only be permitted when the line in which the valve is located is tagged/locked out to prevent operation.

(f) A manually operated shutoff valve, as described in (a) through (e), shall be provided upstream from all other main gas line controls to isolate the boiler fuel train from the fuel supply.

(1) The valve shall be located within 6 ft (2 m) of the boiler and must be readily accessible from the boiler room floor.

(2) Where a valve in accordance with (h) is not required, the valve required by (f) shall be located immediately external to the boiler/burner unit.

(g) When the pilot gas supply is obtained independently from the main burner fuel supply or upstream of the manual shutoff valve required in (f) above, a manually operated shutoff valve, as described in (a) through (e), shall be located in the gas supply line to the pilot burner(s). When the pilot gas supply is obtained downstream of the manual shutoff valve required in (f), one or more manual shutoff valves or other means shall be provided as required to permit pilot turndown tests and/or pressur-

ization of the pilot fuel train without pressurizing the main fuel train.

(h) A manually operated shutoff valve, as described in (a) through (e), shall be provided after the downstream safety shutoff valve(s) to the main burner or group of burners, if the boiler/burner manufacturer requires the valve for valve seal leakage testing, operational testing, or maintenance of the boiler/burner unit.

## CF-160 Gas-Pressure Regulators

(a) Individual gas-pressure regulators or gas-pressure regulators that are part of a combination valve shall be furnished for both pilot fuel lines (if a pilot is used) and main fuel lines of gas-fired boiler units in accordance with ANSI Z21.78/CSA 6.20. The gas pressure at the outlet of the regulator shall be within  $\pm 10\%$  of the regulation set point at all firing rates. A pressure test port shall be provided to permit measuring the gas pressure to confirm compliance with the requirements of this paragraph.

(b) Gas-pressure regulators incorporating integral vent limiters shall comply with the applicable provisions of ANSI Z21.18/CSA 6.3.

(c) Second stage gas-pressure regulators on boilers firing liquefied-petroleum gas or LP-gas air mixtures shall comply with UL 144, and shall be installed in accordance with the NFPA 58.

## CF-161 Overpressure Protection

(a) When the maximum allowable working pressure of any component is less than the gas pressure entering a building, so that failure of a gas system pressure regulator would produce downstream pressures greater than that rating, the downstream piping system shall be provided with overpressure protection.

(b) Gas overpressure protection devices, if required, shall be located upstream of all operating and safety controls and in both the main burner and, if applicable, the pilot burner gas supply system. The gas overpressure protection devices shall be vented to a safe point of discharge, if required.

(c) Refer to CG-210 for additional requirements.

(d) Overpressure protection, if required, may be provided by any of the devices listed in the latest edition of NFPA 54/ANSI Z223.1.

## CF-162 Gas-Pressure Supervision

(18)

(a) Gas-pressure supervision shall be provided on gas trains, as specified in Table CF-3 or Table CF-4, to accomplish a safety shutdown and lockout in the event of either high or low gas pressure.

(b) Location

(1) If the high gas-pressure switch is located downstream of the main gas-pressure regulator, the pressure switch used to monitor high gas positive pressure shall

(18) **Table CF-3 Safety Controls for Automatically Fired Units: Power Gas Burners, Mechanical Draft Atmospheric Gas Burners, and Pulse Combustion Systems**

Safety Control	Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)		Greater Than 2,500,000 Btu/hr (733 kW) and Less Than or Equal to 5,000,000 Btu/hr (1 465 kW)		Greater Than 5,000,000 Btu/hr (1 465 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)	
	Four air changes in 90 sec, or at 60% damper opening, with both damper opening and air flow proven [Note (1)]	Instructional requirement: minimum 5-min shutoff before lighting constant pilot	Four air changes at 60% damper opening with both damper opening and air flow proven [Note (1)]	Four air changes at 60% damper opening with both damper opening and air flow proven	Four air changes at 60% damper opening with both damper opening and air flow proven	Four air changes at 60% damper opening with both damper opening and air flow proven
Purge requirements						
Pilot flame type and establishing period						
Continuous	15 sec (initial start only)		Not permitted	Not permitted	Not permitted	Not permitted
Interrupted	15 sec		10 sec	10 sec	10 sec	10 sec
Intermittent	15 sec		Not permitted	Not permitted	Not permitted	Not permitted
Main burner ignition type and establishing period						
	Pilot only: 15-sec maximum if interrupted pilot used		Interrupted pilot only, 10-sec maximum	Interrupted pilot only, 10-sec maximum	Interrupted pilot only, 10-sec maximum	Interrupted pilot only, 10-sec maximum
	Direct ignition system: 4-sec maximum		Direct ignition system: 4-sec maximum	Direct ignition system: 4-sec maximum	Direct ignition system: 4-sec maximum	Direct ignition system: 4-sec maximum
	Hot surface ignition system: 4-sec maximum		Hot surface ignition system: 4-sec maximum [Note (2)]	Hot surface ignition system: 4-sec maximum [Note (2)]	Hot surface ignition system: 4-sec maximum [Note (2)]	Hot surface ignition system: 4-sec maximum [Note (2)]
Flame failure response time	4-sec maximum		4-sec maximum	4-sec maximum	4-sec maximum	4-sec maximum
Valve closing time	5-sec maximum after de-energization		1-sec maximum	1-sec maximum	1-sec maximum	1-sec maximum
Action on flame failure	Safety shutdown and lockout or recycle once Pulse combustion: up to 3 recycles before safety shutdown and lockout		Safety shutdown and lockout [Note (3)] or recycle once [Note (2)]	Safety shutdown and lockout [Note (3)] or recycle once [Note (2)]	Safety shutdown and lockout [Note (3)] or recycle once [Note (2)]	Safety shutdown and lockout [Note (3)] or recycle once [Note (2)]
Action on power or control input interruption after safety shutdown and lockout	Manual reset required in accordance with CG-610		Manual reset required in accordance with CG-610	Manual reset required in accordance with CG-610	Manual reset required in accordance with CG-610	Manual reset required in accordance with CG-610
Proven low fire start	Not required		See CF-610	See CF-610	See CF-610	See CF-610
Combustion air proving — action on loss of combustion air	Required: safety shutdown and lockout or recycle		Required: safety shutdown and lockout	Required: safety shutdown and lockout	Required: safety shutdown and lockout	Required: safety shutdown and lockout
Fuel pressure supervision	Not required for ignition systems with pilots. Required for direct ignition and hot surface ignition systems: high and low gas pressure arranged to cause safety shutdown and lockout		Required: high and low gas pressure arranged to cause safety shutdown and lockout	Required: high and low gas pressure arranged to cause safety shutdown and lockout	Required: high and low gas pressure arranged to cause safety shutdown and lockout	Required: high and low gas pressure arranged to cause safety shutdown and lockout

GENERAL NOTE: Timings shown above shall be within the tolerances established by the nationally recognized testing agency where the primary safety controls are labeled and/or listed [see CF-310(c) and CF-510(c)].



(18) **Table CF-3 Safety Controls for Automatically Fired Units: Power Gas Burners, Mechanical Draft Atmospheric Gas Burners, and Pulse Combustion Systems**  
(Cont'd)

NOTES:

- (1) For dampers with a fixed mechanical stop, see [CF-210\(a\)\(1\)](#) and [CF-210\(a\)\(2\)](#).
- (2) Maximum input at light off shall be less than or equal to 2,500,000 Btu/hr (733 kW).
- (3) Pulse combustion not permitted for applications with inputs greater than 2,500,000 Btu/hr (733 kW).

Table CF-4 Safety Controls for Automatically Fired Units: Atmospheric Gas Burners — Natural Draft

Safety Control	Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)		Greater Than 2,500,000 Btu/hr (733 kW) and Less Than or Equal to 5,000,000 Btu/hr (1 465 kW)		Greater Than 5,000,000 Btu/hr (1 465 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)	
	None, if unrestricted air passages; if automatic burner dampers are used, prove open 90 sec [Note (1)] Instructional requirement: minimum 5-min complete fuel shutoff period before lighting constant pilot					
Purge requirements						
Pilot flame type and establishing period						
Continuous	15 sec (initial start only)		10 sec (initial start only)		10 sec (initial start only)	
Interrupted	15 sec		10 sec		10 sec	
Intermittent	15 sec		10 sec		10 sec	
Main burner ignition type and establishing period	Pilot only; 15-sec maximum if interrupted pilot used Direct ignition system: 4-sec maximum Hot surface ignition system: 4-sec maximum		Interrupted pilot only, 10-sec maximum Direct ignition system: 4-sec maximum [Note (2)] Hot surface ignition system: 4-sec maximum [Note (2)]		Interrupted pilot only, 10-sec maximum	
Flame failure response time	4-sec maximum		4-sec maximum		4-sec maximum	
Valve closing time	5-sec maximum after de-energization		1-sec maximum		1-sec maximum	
Action on flame failure	Safety shutdown and lockout or recycle once		Safety shutdown and lockout		Safety shutdown and lockout	
Action on power or control input interruption after safety shutdown and lockout	Manual reset required in accordance with CG-610		Manual reset required in accordance with CG-610		Manual reset required in accordance with CG-610	
Proven low fire start	Not required		See CF-610		See CF-610	
Combustion air proving — action on loss of combustion air	Required: safety shutdown and lockout or recycle		Required: safety shutdown and lockout		Required: safety shutdown and lockout	
Fuel pressure supervision	Not required for ignition systems with pilots. Required for direct ignition and hot surface ignition systems: high and low gas pressure arranged to cause safety shutdown and lockout.		Required: high and low gas pressure arranged to cause safety shutdown and lockout		Required: high and low gas pressure arranged to cause safety shutdown and lockout	

GENERAL NOTE: Timings shown above represent the maximum primary safety control timings permitted by this Standard. The model designation of the installed primary safety control together with the timings shall be provided in the documentation of the burner/boiler.

NOTES:

- (1) For dampers with a fixed mechanical stop, see CF-210(a)(1) and CF-210(a)(2).  
 (2) Maximum input at light off shall be less than or equal to 2,500,000 Btu/hr (733 kW).

function to cause safety shutdown and lockout before the main manifold gas pressure exceeds

(-a) the boiler/burner manufacturer's specified high gas-pressure switch setting for the listed boilers or burners, or

(-b) 150% of the boiler/burner's main manifold gas pressure if the setting is not specified

(2) If the high gas-pressure switch is located upstream of the main gas-pressure regulator, the main gas-pressure regulator shall be a zero governor pressure regulator. A high gas-pressure switch located upstream of the main gas-pressure regulator shall cause safety shutdown and lockout when the supply pressure exceeds

(-a) the setting of the overpressure protection device in [CF-161](#), if equipped,

(-b) the boiler/burner manufacturer's specified high gas-pressure switch setting for listed boilers or burners, or

(-c) 150% of the boiler/burner's specified maximum gas supply pressure if the setting is not specified

A high gas-pressure switch shall not be required on a boiler unit incorporating a listed shutoff valve with a zero governor pressure regulator that causes safety shutdown and lockout if the zero governor pressure regulator fails due to a ruptured diaphragm.

(c) A pressure switch used to monitor low gas pressure shall function to cause safety shutdown and lockout before the main manifold gas pressure is less than

(1) the boiler/burner manufacturer's specified low gas-pressure switch setting for the listed boilers or burners, or

(2) 50% of the boiler/burner's main manifold gas pressure if the setting is not specified

The low gas-pressure switch shall be located upstream of the safety shutoff valve(s). When the low gas-pressure switch is located upstream of the main gas-pressure regulator, the burner or boiler unit shall be labeled and listed by a nationally recognized testing agency for this arrangement.

(d) Pressure test port(s) shall be provided to permit measuring the gas pressure(s) to confirm compliance with the requirements of this paragraph.

(e) Gas-pressure switches shall be labeled and listed by a nationally recognized testing agency.

(f) Gas-pressure switches shall be capable of withstanding without damage a pressure not less than 10% above the relieving pressure of the nearest upstream relief device. Where no relief device is provided, the gas-pressure switches shall be capable of withstanding without damage a pressure not less than the maximum inlet pressure of the nearest upstream gas-pressure regulator. When the high gas-pressure switch is located downstream of the safety shutoff valve(s), the high gas-pressure switch shall be capable of withstanding without damage a

pressure not less than 50% above its upper set point limit or 5 psig (35 kPa), whichever is greater.

(g) Gas-pressure switches of the automatic or manual reset type shall be electrically connected in accordance with [CE-110\(j\)](#).

## CF-170 Control Valves

(a) An automatic input, complete closure, control valve may be combined with a safety shutoff valve.

(b) A bypass to provide for a minimum flame may be installed around a valve used to control input only. A bypass shall not be installed around a safety shutoff valve or a combination input control and safety shutoff valve.

## CF-180 Safety Shutoff Valves

(18)

(a) Each main and pilot burner supply line shall be equipped with a safety shutoff valve(s) that shall comply with the applicable provisions of ANSI Z21.21/CSA 6.5, ANSI Z21.78/CSA 6.20, or UL 429.

(b) For single-burner boiler units, the main burner supply line shall be equipped as follows for the applicable input classification or any greater input classifications:

(1) For single-burner boiler units having inputs less than or equal to 5,000,000 Btu/hr (1 465 kW), the main burner supply line shall be equipped with at least two safety shutoff valves in series that may be in a single valve body or one safety shutoff valve with a valve seal overtravel (proof of closure) interlock function. If the two safety shutoff valves are in a single valve body, the two safety shutoff valve seats shall be in series and shall have independently operated valve shafts.

(2) For single-burner boiler units having inputs greater than 5,000,000 Btu/hr (1 465 kW) and less than 12,500,000 Btu/hr (3 663 kW), the main burner supply line shall be equipped with at least two safety shutoff valves in series that may be in a single valve body. At least one of the two safety shutoff valves shall incorporate a valve seal overtravel (proof of closure) interlock function. If the two safety shutoff valves are in a single valve body, the two safety shutoff valve seats shall be in series and shall have independently operated valve shafts.

(3) For single-burner boiler units that incorporate a branch supply line to supply gas to a branch burner(s) (e.g., a second stage burner), either of the following shall apply:

(-a) for single-burner boiler units having inputs less than or equal to 5,000,000 Btu/hr (1 465 356 W), the safety shutoff valve requirements in [\(b\)\(1\)](#) apply to each branch supply line

(-b) for single-burner boiler units having inputs greater than 5,000,000 Btu/hr (1 465 356 W) and less than 12,500,000 Btu/hr (3 663 389 W),

(-1) the safety shutoff valve requirements in (b)(2) apply to each branch supply line, or

(-2) at least one safety shutoff valve on the main burner supply line and one safety shutoff valve on each branch supply line shall incorporate a valve seal overtravel (proof of closure) interlock function.

(c) For multiple-burner boiler units, the main burner supply line for each burner shall be equipped for the applicable input classification or any greater input classifications as follows:

(1) for multiple-burner boiler units having total inputs less than or equal to 5,000,000 Btu/hr (1 465 356 W), the safety shutoff valve requirements in (b)(1) apply to each individual burner supply line

(2) for multiple-burner boiler units having total inputs greater than 5,000,000 Btu/hr (1 465 356 W) and less than 12,500,000 Btu/hr (3 663 389 W), either of the following shall apply:

(-a) the safety shutoff valve requirements in (b)(2) apply to each individual burner supply line, or

(-b) the safety shutoff valve requirements in (b)(1) apply to each individual burner supply line, and the main burner supply line has at least one safety shutoff valve that incorporates a valve seal overtravel (proof of closure) interlock function.

(d) The valve seal overtravel (proof of closure) interlock, where required, shall prevent boiler ignition if the switch does not prove the safety shutoff valve closed during the startup sequence.

(e) The pilot gas supply line shall be equipped with at least one safety shutoff valve.

(f) Safety shutoff valves shall be labeled and listed by a nationally recognized testing agency.

(g) Safety shutoff valves shall have a shutoff time not to exceed that specified in Table CF-1, Table CF-2, Table CF-3, or Table CF-4.

(h) Safety shutoff valves shall be capable of withstanding, without damage, a pressure not less than 10% above the set point of the nearest upstream overpressure protection device. In case no overpressure protection device is provided, the safety shutoff valves shall be capable of withstanding, without damage, a pressure not less than the maximum inlet pressure to the nearest upstream gas-pressure regulator.

(i) Provisions shall be made to test independently each safety shutoff valve for seal leakage. Manufacturer's instructions shall be followed. Any special equipment needed to perform the leak test shall be made available by the boiler/burner manufacturer.

## **CF-190 Vent Lines, Bleed Lines, Gas-Pressure Relief Lines, Vent Valve Lines, and Feedback Lines for Fuel Train Components**

(a) *Vent Lines*

(1) Gas-pressure regulators, combination gas controls, pressure interlock switches, and all other fuel train components requiring atmospheric air pressure to balance a diaphragm shall have the atmospheric side of the diaphragm connected to a vent line that shall be piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction unless otherwise allowed in (c) or (h).

(2) Where there is more than one fuel train component requiring a vent line at a location, each fuel train component shall have a separate vent line piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction unless otherwise permitted by (f) or (h).

(b) *Bleed Lines*

(1) Gas-pressure regulators, combination gas controls, pressure interlock switches, or all other fuel train components that use an atmospheric diaphragm and periodically release gas into the atmosphere in order to properly operate shall have the atmospheric side of the diaphragm connected to a bleed line that shall be piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction unless otherwise allowed in (c) or (h).

(2) Where there is more than one fuel train component requiring a bleed line at a location, each fuel train component shall have a separate bleed line piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction unless otherwise permitted by (f) or (h).

(c) *Components With Vent Limiters.* A listed and labeled gas-pressure regulator, combination gas control, pressure interlock switch, or other fuel train component incorporating a vent limiter shall be permitted to vent directly into ambient space.

(d) *Gas-Pressure Relief Lines*

(1) If an overpressure protection device incorporating a gas-pressure relief valve is installed, the outlet of the gas-pressure relief valve shall be connected to a gas-pressure relief line that shall be piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction.

(2) The gas-pressure relief line shall be sized in accordance with the component manufacturer's instructions and shall be at least the same size as the outlet connection of the gas-pressure relief valve.

(3) Where there is more than one gas-pressure relief valve at a location, each gas-pressure relief valve shall have a separate relief line piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction unless otherwise permitted by (f).

(e) *Lines From Vent Valves*

(1) A vent valve, if installed, shall be connected to a vent valve line that shall be piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction.

(2) The vent valve line shall be at least the same size as the outlet connection of the vent valve.

(3) Where there is more than one vent valve at a location, each vent valve shall be piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction unless otherwise permitted by (f).

(f) *Manifolding of Lines.* If approved by the authority having jurisdiction, the manifolding of lines of the same type shall be permitted, and the manifolding of vent lines and bleed lines shall be permitted. In order to minimize backpressure in the event of gas being released through the manifolded line, the manifolded line shall have a cross-sectional area not less than the area of the largest branch line directly piped to the manifolded line plus 50% of the additional cross-sectional areas of the manifolded branch lines. The following manifolding of lines of different types shall not be permitted:

(1) the manifolding of gas-pressure relief lines with vent lines, bleed lines, or vent valve lines

(2) the manifolding of vent valve lines with vent lines or bleed lines

(3) the manifolding of vent lines, bleed lines, gas-pressure relief lines, and vent valve lines of one boiler unit to any lines of another boiler unit

(g) *Connecting Lines to Flue Passages.* No vent line, bleed line, gas-pressure relief line, or vent valve line shall connect to a boiler's flue passages.

(h) *Points of Discharge: Outdoor Requirements, Special Exceptions, and Prohibited Practices*

(1) Unless otherwise terminated as permitted by (2) or (4), vent lines, bleed lines, gas-pressure relief lines, or vent valve lines shall have provisions to be piped by the installer to the outdoors at a safe point of discharge as determined by the authority having jurisdiction. A means shall be provided at the point of discharge to prevent stoppage of the lines by foreign material, moisture, or insects.

(2) A combination gas control integrating an internal (within the valve) gas bleed line shall be permitted to discharge its bleed line back into the valve body, provided that the construction of the combination gas control is such that when it is in the closed position, a damaged diaphragm will not allow gas to flow through the bleed line to the main burner.

(3) At locations where a point of discharge may be submerged during floods, a special antiflood-type breather vent fitting shall also be installed at the point of discharge, or the line shall be extended above the height of the expected floodwaters.

(4) A bleed line or a vent line shall be permitted to discharge into a continuous pilot, provided that the line is not manifolded and the point of discharge uses a burner tip.

(5) A bleed line or a vent line shall not discharge into a positive-pressure-type combustion chamber.

(i) *Clearances for Points of Discharge.* The point of discharge from a vent line, bleed line, gas-pressure relief line, or vent valve line that is piped by the installer to the outdoors shall have clearances as determined by the authority having jurisdiction, and the point of discharge shall extend above the boiler and adjacent structures to prevent gaseous discharge from being drawn into combustion air intakes, ventilating systems, mechanical air intakes, or windows of the boiler room or of an adjacent building.

(j) *Burner Tips*

(1) Burner tips, when required by (h)(4), shall be made of metal having a melting point greater than 1,450°F (788°C), and its length shall extend from the location as defined in (3) to the outer wall of the combustion chamber.

(2) The installer shall demonstrate compliance to (1) with the documentation accompanying the boiler.

(3) Burner tips shall be located so that the escaping gas will be readily ignited by the pilot flame, and the burner tips shall be securely held so that the ports are in a fixed position in relation to the pilot flame.

(k) *Feedback Lines for Fuel Train Components.* Feedback lines shall be piped according to the manufacturer's instructions.

(l) *Bleed, Vent, and Relief Lines.* All materials used for bleed lines, vent lines, vent valve lines, feedback lines, and gas-pressure relief lines shall possess suitable strength and durability for the environmental stresses to which the material will be exposed during normal operation. The materials shall be listed for the intended purpose in accordance with a nationally recognized standard acceptable to the authority having jurisdiction. In the absence of such a standard, NFPA 54 shall be used.

## CF-200 GAS-FIRED BOILER UNITS, PURGING

### CF-210 Preignition Purging

Preignition purging of the combustion chamber and flue passages shall be provided (see Table CF-3 or Table CF-4).

(a) Power gas burners and mechanical draft atmospheric gas burners shall provide for preignition purging of no fewer than either

(1) four air changes, within 90 sec, or

(2) four air changes at not less than 60% damper opening with both damper opening and air flow proven.

Boiler units less than or equal to 5,000,000 Btu/hr (1 465 kW) input utilizing burners labeled and listed by a nationally recognized testing agency and designed with a fixed mechanical stop to prevent the damper



from going below an air flow rate at least equivalent to that provided for combustion at 60% of the rated high-fire input are exempt from proving damper opening.

(b) Light-off instructions for boiler units equipped with manually lighted, constant burning pilots shall specify a minimum 5-min complete shutoff period before the pilot is lighted.

(c) Natural draft atmospheric gas burners equipped with an automatically operated air shutter or damper that is closed or positioned to restrict the passage of air when the burner is not firing shall provide means to open such air shutters or dampers to the high-fire position for a period of at least 90 sec immediately before each light-off cycle is initiated. Compliance with ANSI Z21.13/CSA 4.9 satisfies the intent of this provision.

## CF-220 Control

Boiler units having power gas burners or mechanical draft atmospheric gas burners shall comply with one of the following for safety shutdown and lockout, or recycle, as applicable:

(a) recycle is permitted following loss of combustion air for boiler units having inputs greater than 400,000 Btu/hr (117 kW) and less than or equal to 2,500,000 Btu/hr (733 kW)

(b) loss of combustion air shall result in safety shutdown and lockout for boiler units having inputs greater than 2,500,000 Btu/hr (733 kW)

## CF-300 GAS-FIRED BOILER UNITS, SAFETY CONTROLS

### CF-310 Primary Safety Control

(a) Each main burner assembly shall be provided with a primary safety control that will de-energize the main gas shutoff valve(s) and shut off pilot fuel upon loss of flame at the point of supervision as specified in CF-330.

(b) The response time of the primary safety control to de-energize or activate the gas shutoff device shall not exceed the values shown in Table CF-1 through Table CF-4.

(c) Primary safety controls shall be labeled and listed by a nationally recognized testing agency.

(d) Primary safety controls shall require local manual intervention by an operator or service technician to reset. Devices that can electronically reset without local manual intervention, such as when power or control input to the device is interrupted and then restored, shall not be permitted.

(e) Supervision of the main burner flame alone shall begin at the end of the main burner flame-establishing period for

(1) power gas burners and mechanical draft atmospheric gas burners having inputs greater than 2,500,000 Btu/hr (733 kW)

(2) all types of burners with modulating or high-low firing having inputs greater than 2,500,000 Btu/hr (733 kW)

(3) all types of burners with an interrupted pilot(s)

(4) natural draft atmospheric gas burners having inputs greater than 5,000,000 Btu/hr (1 465 kW)

(f) The main burner flame-establishing period shall not exceed the values shown in Table CF-1 through Table CF-4.

(g) For pulse combustion, two methods of flame detection shall be used. One method must be a pressure switch.

## CF-320 Automatic Ignition Devices

(a) Automatic ignition devices using pilots shall comply with the following:

(1) Gas to pilots shall be automatically shut off if the pilot is not proved.

(2) The pilot type and flame-establishing period shall meet the provisions shown in Table CF-1 through Table CF-4.

(3) The flame failure response time for additional pilots used for smooth lightoff shall not exceed 90 sec.

(b) A single direct ignition or hot surface ignition system may be used on a boiler unit that has a natural draft atmospheric gas burner with a total input less than or equal to 400,000 Btu/hr (117 kW). This direct ignition or hot surface ignition system shall meet the provisions shown in Table CF-1.

(c) Multiple direct ignition or hot surface ignition systems may be used on a boiler unit that has a natural draft atmospheric gas burner with a total input less than or equal to 2,500,000 Btu/hr (733 kW) and an input less than or equal to 400,000 Btu/hr (117 kW) per ignition system. There shall be no interconnection between combustion zones served by separate ignition systems at any point below the draft hood or, if no draft hood is used, below the flue outlet.

Each direct ignition or hot surface ignition system shall meet the provisions shown in Table CF-1.

(d) A direct ignition or hot surface ignition system may be used on a boiler unit that has a power gas burner or mechanical draft atmospheric gas burner with a total input less than 12,500,000 Btu/hr (3 663 kW) and a maximum input at ignition less than or equal to 2,500,000 Btu/hr (733 kW). This direct ignition or hot surface ignition system shall meet the provisions shown in Table CF-3 if the total input is greater than 400,000 Btu/hr (117 kW). This direct ignition or hot surface ignition system shall meet the provisions shown in Table CF-2 if the total input is less than or equal to 400,000 Btu/hr (117 kW).

**(18) CF-330 Action on Flame Failure**

Gas-fired boiler units shall comply with one of the following for safety shutdown, lockout, recycle, or relight upon loss of flame as applicable (refer to [Table CF-1](#) through [Table CF-4](#)):

(a) Loss of flame for power gas burners and mechanical draft atmospheric gas burners having inputs greater than 400,000 Btu/hr (117 kW) and less than or equal to 5,000,000 Btu/hr (1 465 kW) shall result in a safety shutdown and lockout or recycle once.

(b) Loss of flame for power gas burners and mechanical draft atmospheric gas burners having inputs greater than 5,000,000 Btu/hr (1 465 kW) shall result in safety shutdown and lockout.

(c) Loss of flame for atmospheric gas burners using natural draft having inputs greater than 400,000 Btu/hr (117 kW) and less than 12,500,000 Btu/hr (3 663 kW) shall result in safety shutdown and lockout, or recycle, after a minimum 5-min time delay.

(d) Loss of pilot flame for gas-fired boilers using natural draft burners and power gas burners with inputs less than or equal to 400,000 Btu/hr (117 kW) shall result in safety shutdown for a continuous, intermittent, or interrupted pilot. Relight may be applied to the intermittent or interrupted pilot if initiated within 0.8 sec upon loss of pilot flame.

(e) Loss of main flame for gas-fired boilers using natural draft burners and power gas burners with inputs less than or equal to 400,000 Btu/hr (117 kW) shall result in safety shutdown for interrupted pilot direct ignition or hot surface ignition systems. Relight may be applied to the interrupted pilot or direct ignition system if initiated within 0.8 sec upon loss of flame.

(f) Loss of flame for pulse combustion systems with inputs less than or equal to 400,000 Btu/hr (117 kW) may allow up to three complete combustion system recycles, each of which shall include preignition purge requirements of [Table CF-2](#). After three recycle attempts, the pulse combustion system shall go into safety shutdown.

(g) Loss of flame for pulse combustion systems with inputs greater than 400,000 Btu/hr (117 kW) and less than or equal to 2,500,000 Btu/hr (733 kW) may allow up to three complete combustion system recycles, each of which shall include the preignition purge requirements of [Table CF-3](#). After three recycle attempts, the pulse combustion system shall go into safety shutdown and lockout. Pulse combustion systems are not permitted for applications with inputs greater than 2,500,000 Btu/hr (733 kW).

**CF-400 OIL-FIRED BOILER UNITS, EQUIPMENT****CF-410 Burner Assemblies**

(a) Burner assemblies that have a maximum nameplate fuel input rating greater than 3 gph (11.4 L/h) shall comply with the provisions of this section. Burner assemblies, as part of a boiler unit or separately, shall be labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction as complying with the standards referenced below. For a burner provided as an integral part of a boiler unit, the label on the boiler unit may serve as evidence that the burner is in compliance.

(1) UL 296

(2) UL 726

(3) UL 2096

(b) Boiler units that have fuel input ratings less than or equal to 3 gph (11.4 L/h), with field-installed oil burner assemblies and boiler units that do not comply with UL 726, shall comply with the provisions for purging, safety control timing, action on flame failure, loss of combustion air, combustion air proving, and fuel supervision given in [Table CF-2](#).

(c) Field-installed burner assemblies having inputs of 3 gph (11.4 L/h) or less shall be labeled and listed by a nationally recognized testing agency or other organization that is acceptable to the authority having jurisdiction, as complies with UL 296. The units on which they are installed shall comply with the provisions of this Standard.

**CF-420 Fuel Train**

See [Nonmandatory Appendix B](#) for typical fuel train diagrams.

**CF-430 Filters or Strainers**

Filters and strainers shall be installed upstream from the safety shutoff valve(s).

**CF-440 Relief Valves**

(a) A pressure relief valve shall be connected to a fuel line in which pressure greater than system design pressure may build up from the closing of any valve in the burner assembly or from oil heated by a preheater.

(b) The relief line from the relief valve shall discharge into the return line, oil tank, or pump suction line.

**CF-450 Pressure and Temperature Switches**

(a) All oil supplied to the main burner shall be supervised by a low oil pressure interlock switch for systems greater than 20 gph (75.7 L/h) (except for rotary cup burners), unless the oil pump is integral with the burner's motor shaft, to cause a safety shutdown and lockout if oil pressure falls below the manufacturer's design pressure.

Table CF-5 Safety Controls for Automatically Fired Units: Oil-Fired Burners

Safety Control	Greater Than 3 gph (11.4 L/h) [Approximately 400,000 Btu/hr (117 kW)] and Less Than or Equal to 20 gph (75.7 L/h) [Approximately 2,800,000 Btu/hr (821 kW)]		Greater Than 20 gph (75.7 L/h) [Approximately 2,800,000 Btu/hr (821 kW)]
	Greater Than 3 gph (11.4 L/h) and less than or equal to 7 gph (26.5 L/h) [approximately 1,000,000 Btu/hr (293 kW)], no purge required. Greater than 7 gph (26.5 L/h) when oil pump operates independently of the burner, four air changes in 90 sec or at 60% damper opening, with damper opening and air flow proven [Note (1)]		Four air changes at 60% damper opening with both damper opening and air flow proven [Note (1)]
Purge requirements	Not required		15-sec minimum
Postpurge	Not required		
Pilot type and establishing period	Not permitted		Not permitted
Continuous	Not permitted		Not permitted
Intermittent	10-sec maximum if pilot is used		Required: 10-sec maximum Exception: see Note (2)
Interrupted	Interrupted pilot, 15-sec maximum		Interrupted pilot only
Main burner ignition type and establishing period	Intermittent direct ignition system, 15-sec maximum		Exception: see Note (2)
	Interrupted direct ignition system, 15-sec maximum		No. 2 and 4 oil — 10-sec maximum
			No. 5 and 6 oil — 15-sec maximum
Flame failure response time	Intermittent direct ignition system, greater than 3 gph (11.4 L/h) and less than or equal to 7 gph (26.5 L/h), 15-sec maximum		4-sec maximum
	Intermittent direct ignition system, greater than 7 gph (26.5 L/h) and less than or equal to 20 gph (75.7 L/h), 4-sec maximum		
	Interrupted pilot or direct ignition system, greater than 3 gph (11.4 L/h) and less than or equal to 20 gph (75.7 L/h), 4-sec maximum		
Valve closing time	5-sec maximum after de-energization		1-sec maximum
Action of flame failure	Safety shutdown and lockout or recycle once [Note (3)]		Safety shutdown and lockout
Proven low fire start	Not required		See CF-610
Combustion air proving — action on loss of combustion air	Required if fans not integral with burner motor shaft; safety shutdown and lockout or recycle		Required: safety shutdown and lockout
Fuel pressure supervision	Not required		Required if oil pump not integral with burner motor shaft (see CF-450)
Low atomizing media supervision	Required unless atomization by air pump integral with burner motor shaft [see CF-450(b)]		Required [see CF-450(b)]
Oil temperature supervision	High- and low-temperature supervision required on preheated oil. Excess temperature shall cause safety shutdown and lockout.		High- and low-temperature supervision required on preheated oil. Excess temperature shall cause safety shutdown and lockout.

GENERAL NOTE: Timings shown above represent the maximum primary safety control timings permitted by this Standard. The model designation of the installed primary safety control together with the timings shall be provided in the documentation of the burner/boiler.

## NOTES:

- (1) For dampers with a fixed mechanical stop, see CF-470.
- (2) With proven low fire start at a low fire input rate of not more than 20 gph (75.7 L/h), interrupted pilot or direct ignition system allowed. Main burner establishing period: 15-sec maximum.
- (3) Recycle permitted when a maximum 4-sec flame failure response time is used.



(b) Atomizing media (air or steam) shall be supervised by a low-pressure interlock switch to cause safety shutdown and lockout if atomizing media pressure falls below the manufacturer's design pressure.

(c) A high oil-temperature supervisory interlock switch shall be provided for all preheated oil systems to cause a safety shutdown and lockout when the oil temperature exceeds preset limits.

(d) For low oil-temperature supervision, an interlock switch shall be provided to cause safety shutdown and allow circulation to re-establish preset oil temperature.

### CF-460 Safety Shutoff Valves

(a) Two approved safety shutoff valves or one safety shutoff valve and a nozzle cutoff valve integral to the fuel unit shall be provided. The safety shutoff valves shall conform to UL 429. A nozzle cutoff valve integral to the fuel unit shall conform to UL 343.

It is recommended that whenever shutoff valves can trap oil between two valves or between a check valve and safety shutoff valve, a relief valve be used to prevent hydraulic pressure increases in the line, as trapped oil absorbs heat.

(b) A safety shutoff valve responding to pressure variations in a hydraulic or pneumatic remote control system shall close upon failure of pressure in the control system.

(c) The pressure rating of the safety shutoff valve shall not be less than the maximum pump pressure.

(d) Safety shutoff valves shall have a shutoff time not to exceed that shown in [Table CF-5](#).

### (18) CF-470 Oil-Fired Boiler Units, Purging

Preignition purging and postpurge of the combustion chamber and flue passages shall be provided as follows (see [Table CF-5](#)):

(a) For boiler units that have a maximum nameplate fuel input rating greater than 3 gph (11.4 L/h) and less than or equal to 7 gph (26.5 L/h), no purge is required.

(b) For boiler units that have a maximum nameplate fuel input rating greater than 7 gph (26.5 L/h) and less than or equal to 20 gph (75.7 L/h), and where the oil pump is driven independently of the burner fan motor, a purge shall provide no fewer than either

(1) four air changes within 90 sec, or

(2) four air changes at not less than 60% damper opening with both damper opening and air flow proven

(c) For boiler units that have a maximum nameplate fuel input rating greater than 20 gph (75.7 L/h), a purge shall provide

(1) four air changes at not less than 60% damper opening with both damper opening and air flow proven and

(2) a minimum postpurge of 15 sec

(d) Boiler units that have a minimum nameplate fuel input rating less than or equal to 35.7 gph (132.6 L/h) utilizing burners labeled and listed by a nationally recognized testing agency and designed with a fixed mechanical stop to prevent the damper from going below an air flow rate at least equivalent to that provided for combustion at 60% of the rated high-fire input are exempt from proving damper opening.

### CF-480 Combustion Air Proving

(18)

Oil-fired boiler units having forced or induced draft fans, or both, shall comply with one of the following for safety shutdown and lockout, or recycle, as applicable (refer to [Table CF-5](#)):

(a) Combustion air proving shall be provided for units having inputs greater than 3 gph (11.4 L/h) and less than or equal to 20 gph (75.7 L/h), if the fan is not integral with the burner motor shaft.

(b) Loss of combustion air shall result in safety shutdown and lockout, or recycle, for units having inputs greater than 3 gph (11.4 L/h) and less than or equal to 20 gph (75.7 L/h).

(c) Loss of combustion air shall result in safety shutdown and lockout for units having inputs greater than 20 gph (75.7 L/h).

### CF-500 OIL-FIRED BOILER UNITS, SAFETY CONTROLS

#### CF-510 Primary Safety Control

(a) Each main burner assembly shall be equipped with a primary safety control that will de-energize the shutoff means upon loss of flame at the point of supervision.

(b) The response time of the primary safety control to deenergize or deactivate the shutoff device shall not exceed the values shown in [Table CF-5](#).

(c) Primary safety controls shall be labeled and listed by a nationally recognized testing agency.

(d) The main burner flame-establishing period shall not exceed the values shown in [Table CF-5](#).

(e) Primary safety controls shall require local manual intervention by an operator or service technician to reset. Devices that can electrically reset without local manual intervention, such as when power or control input to the device is interrupted and then restored, shall not be permitted.

#### CF-520 Automatic Ignition Devices

(a) Where automatically ignited pilots are used, the pilot flame shall be proved prior to energizing the main fuel supply means. Fuel to pilots shall be automatically shut off if the pilot is not proved.

(b) The pilot type and flame-establishing period shall meet the provisions shown in [Table CF-5](#).

(c) The application of direct spark ignition systems is limited to boiler units having initial inputs less than or equal to 20 gph (75.7 L/h).

(d) The fuel train to pilots shall meet the applicable provisions of this Standard.

#### (18) **CF-530 Action on Flame Failure**

Loss of main flame shall result in safety shutdown for all oil-fired boiler units (refer to [Table CF-2](#) and [Table CF-5](#)). In addition, oil-fired boiler units shall also comply with one of the following for relight, recycle, or lockout as applicable:

(a) Relight, if initiated within 0.8 sec upon loss of flame, is permitted for units having inputs less than or equal to 3 gph (11.4 L/h) and using an interrupted pilot or direct ignition system.

(b) Lockout is required for units having inputs greater than 3 gph (11.4 L/h) and less than or equal to 20 gph (75.7 L/h). However, recycle is permitted, if a maximum 4-sec flame failure response time is used.

(c) Lockout is required for units having inputs greater than 20 gph (75.7 L/h).

### **CF-600 LOW FIRE START, GAS- OR OIL-FIRED BOILER UNITS**

#### **CF-610 Low Fire Start**

Boiler units having inputs greater than 2,500,000 Btu/hr (733 kW) (gas-fired) or a maximum nameplate fuel input rating greater than 20 gph (75.7 L/h) (oil-fired) shall be equipped with an interlocked damper to provide for low fire starts. However, boiler units that are labeled and listed by a nationally recognized testing agency shall be accepted without such interlocking controls.

### **CF-700 COMBINATION GAS- AND OIL-FIRED UNITS**

#### **CF-710 Burner Assemblies**

Burner assemblies having gas inputs greater than 400,000 Btu/hr (117 kW) and oil inputs that have a maximum nameplate fuel input rating greater than 3 gph (11.4 L/h) shall comply with the provisions of [Part CF](#). Burner assemblies, as part of a boiler unit or separately, shall be labeled and listed by a nationally recognized testing agency or other certifying organization that is acceptable to the authority having jurisdiction as complying with

(a) UL 795

(b) UL 296 or UL 726

## **CF-800 ELECTRICALLY HEATED BOILERS**

### **CF-810 General**

Electrically heated boilers for steam or hot-water service in sizes greater than 115 kW (approximately 400,000 Btu/hr) shall comply with the following provisions:

(a) Electric resistance-type boilers shall be listed by a nationally recognized testing agency as complying with UL 834.

(b) Electrode-type boilers shall conform to the requirements of NFPA 70. Electrical supply to the boiler electrodes shall be either

(1) single-phase, three-wire or three-phase, four-wire where boilers are designed such that fault currents do not pass through the pressure vessel, the pressure vessel is electrically isolated from the boiler electrodes, and all exposed non-current-carrying metal parts (including the pressure vessel, supply and return piping) are grounded; or

(2) single-phase, two-wire or three-phase, three-wire where boilers are designed such that the pressure vessel containing the electrodes is isolated and electrically insulated from ground.

### **CF-900 COMBUSTION SIDE CONTROLS FOR MODULAR BOILERS**

#### **CF-910 Gas Modular Boilers**

The modules of gas modular boilers shall comply with [CG-140\(a\)](#).

Boiler units with field-installed gas burner assemblies and boiler units that do not comply with ANSI Z21.13/CSA 4.9 shall comply with the provisions for purging, safety control timing, action on flame failure, loss of combustion air, combustion air proving, and fuel supervision given in [Table CF-1](#) or [Table CF-2](#), as applicable.

#### **CF-920 Oil Modular Boilers**

The modules of oil modular boilers shall comply with [CG-140\(b\)](#).

Boiler units with field-installed oil burner assemblies and boiler units that do not comply with UL 726 shall comply with the provisions for purging, safety control timing, action on flame failure, loss of combustion air, combustion air proving, and fuel supervision given in [Table CF-5](#).

#### **CF-930 Electric Modular Boilers**

The modules of electric modular boilers shall comply with [CG-140\(c\)](#).

## NONMANDATORY APPENDIX A

### COMPARISON OF THIS STANDARD AND ANSI Z21.13/CSA 4.9

Where permitted in ASME CSD-1, boilers listed and labeled as in compliance with ANSI Z21.13/CSA 4.9 meet the requirements of this Standard when additional trim equipment is installed.

ANSI Z21.13/CSA 4.9 is a performance-based standard for gas-fired, low-pressure steam, and hot water boilers that requires testing and design certification of boiler burner units by an approved testing laboratory. One of the major differences between the two standards is the automatic ignition, maximum safety control timing table. The ignition timing table as shown in ANSI Z21.13/CSA 4.9 reflects a wide range of ignition controls and timing sequences. This permits the greatest flexibility in design parameters; however, all boiler burner units must comply with the performance tests to obtain certification. These performance tests include testing under normal and abnormal operating conditions (e.g., delayed ignition, temperature ranges, voltage variations, etc.). As a result, most boiler burner units listed as in compliance with ANSI Z21.13/CSA 4.9 generally have shorter ignition timings than the maximum times allowed by ANSI Z21.13/CSA 4.9. All boiler burner units listed and labeled under ANSI Z21.13/CSA 4.9

must be accompanied with installation instructions referring the installer to ASME CSD-1 where jurisdictions require that the installation conform to this Standard. The instructional requirements of ANSI Z21.13/CSA 4.9 are a mandatory part of the standard.

ASME CSD-1 is a design-based standard for controls and safety devices for automatically fired boilers, which includes high- and low-pressure boilers that are gas, oil, or electrically fired. The automatic ignition and maximum safety control timings are generally shorter, as no laboratory certification testing of the boiler unit is required. ASME CSD-1 requires the manufacturers of controls and safety devices to provide detailed instructions for testing, maintenance, and service procedures of controls and safety devices installed on boiler units covered by this Standard. ASME CSD-1 requires the operation of control systems and safety devices be tested by the installing contractor prior to release to the owner/user. All controls and safety devices covered by ASME CSD-1 must be accepted and listed for the intended service by a nationally recognized testing agency, such as, but not limited to, CSA, FM, or UL.

## NONMANDATORY APPENDIX B TYPICAL FUEL TRAINS

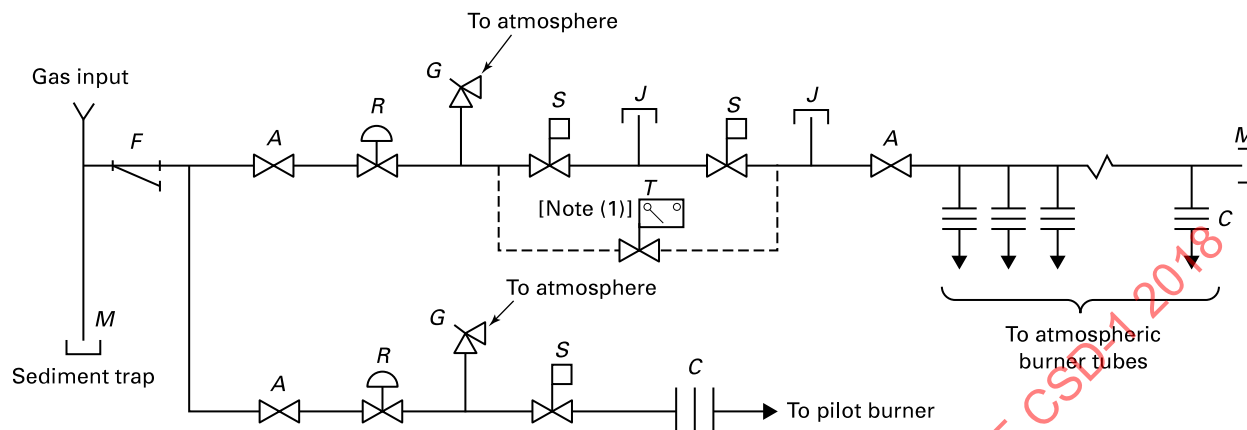
(18)

Table B-1 lists Figure B-1 through Figure B-8 with properties as specified. Figure B-9 shows sizing of manifolded lines, and Figure B-10 shows safety shutoff valve arrangements.

**Table B-1 Figure Index**

Figure	Burner Type	Ignition Type	Fuel	Burner Pressure	Input Range, Btu/hr
B-1	Atmospheric	Piloted	Gas	Positive	400,000 < input ≤ 2,500,000
B-2	Power	Piloted	Gas	Positive	400,000 < input ≤ 2,500,000
B-3	Power	Direct	Gas	Positive	400,000 < input ≤ 2,500,000
B-4	Power	Piloted	Gas	Positive	2,500,000 < input ≤ 5,000,000
B-5	Power	Piloted	Gas	Positive	5,000,000 < input < 12,500,000
B-6	Power	Piloted	Gas	Negative	400,000 < input < 12,500,000
B-7	Power	Direct	Gas	Negative	400,000 < input < 12,500,000
B-8	Power	Piloted	Oil	N/A	3 gph < input ≤ 20 gph

**Figure B-1 Typical Gas Fuel Train With Pilot Ignition System and Atmospheric Burners [Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)]**

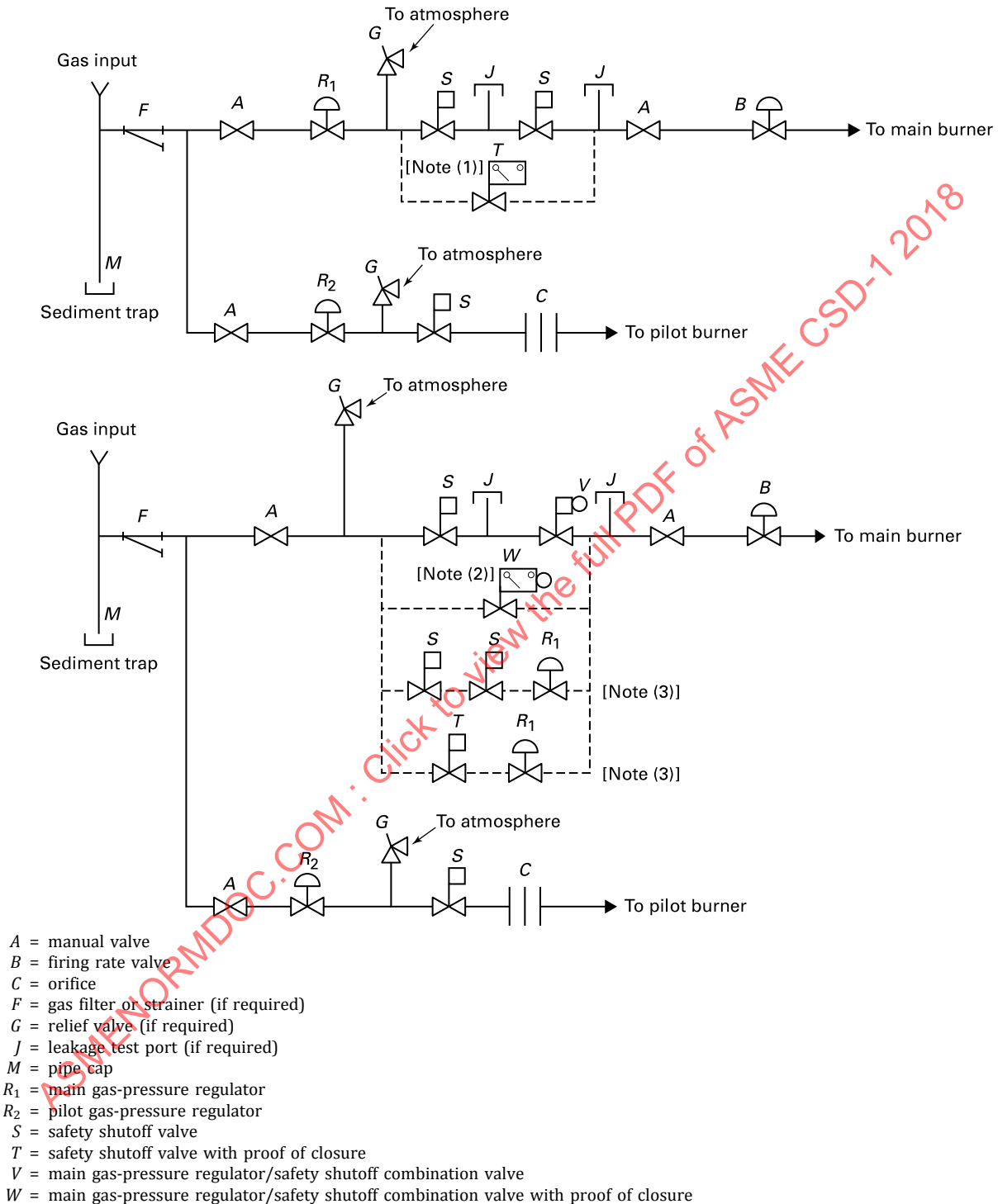


- A = manual valve  
 C = orifice  
 F = gas filter or strainer (if required)  
 G = relief valve (if required)  
 J = leakage test port (if required)  
 M = pipe cap  
 R = pressure regulator  
 S = safety shutoff valve  
 T = safety shutoff valve with proof of closure

GENERAL NOTE: Since boiler design may vary, ANSI Z21.13/CSA 4.9 does not contain a typical fuel train; however, through laboratory testing procedures, ANSI Z21.13/CSA 4.9 does determine that safe lighting of the boiler will be accomplished. This Standard illustrates a typical fuel train for boilers. The specific fuel train diagram for boilers complying with ANSI Z21.13/CSA 4.9 is supplied in the boiler manufacturer's instructions.

NOTE: (1) Alternate arrangement — T may be used in place of two S-type valves.

**Figure B-2 Typical Gas Fuel Train With Pilot Ignition System [Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)]**



GENERAL NOTE: Since boiler design may vary, ANSI Z21.13/CSA 4.9 does not contain a typical fuel train; however, through laboratory testing procedures, ANSI Z21.13/CSA 4.9 does determine that safe lighting of the boiler will be accomplished. This Standard illustrates a typical fuel train for boilers. The specific fuel train diagram for boilers complying with ANSI Z21.13/CSA 4.9 is supplied in the boiler manufacturer's instructions.



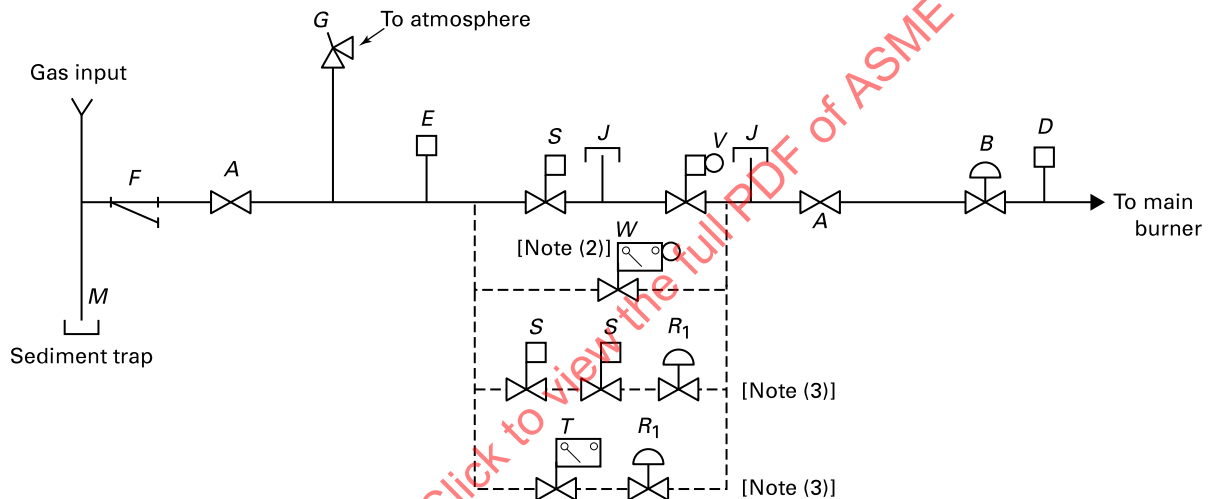
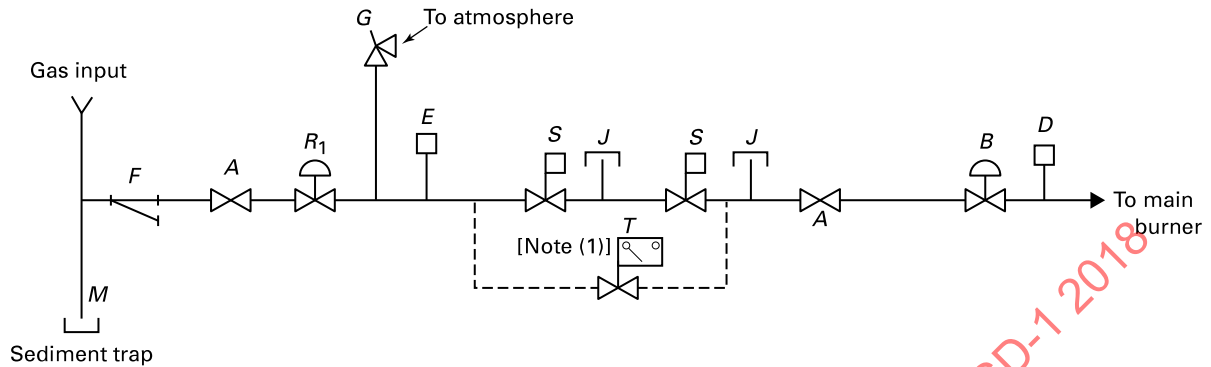
**Figure B-2 Typical Gas Fuel Train With Pilot Ignition System [Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)] (Cont'd)**

NOTES:

- (1) Alternate arrangement —  $T$  may be used in place of two  $S$ -type valves.
- (2) Alternate arrangement —  $W$  may be used in place of an  $S$ -type valve and  $V$ -type valve.
- (3) Alternate arrangement —  $R_1$  may be downstream of two  $S$ -type valves or a  $T$ -type valve.

ASMENORMDOC.COM : Click to view the full PDF of ASME CSD-1 2018

**Figure B-3 Typical Gas Fuel Train With Direct Ignition System [Greater Than 400,000 Btu/hr (117 kW) and Less Than or Equal to 2,500,000 Btu/hr (733 kW)]**



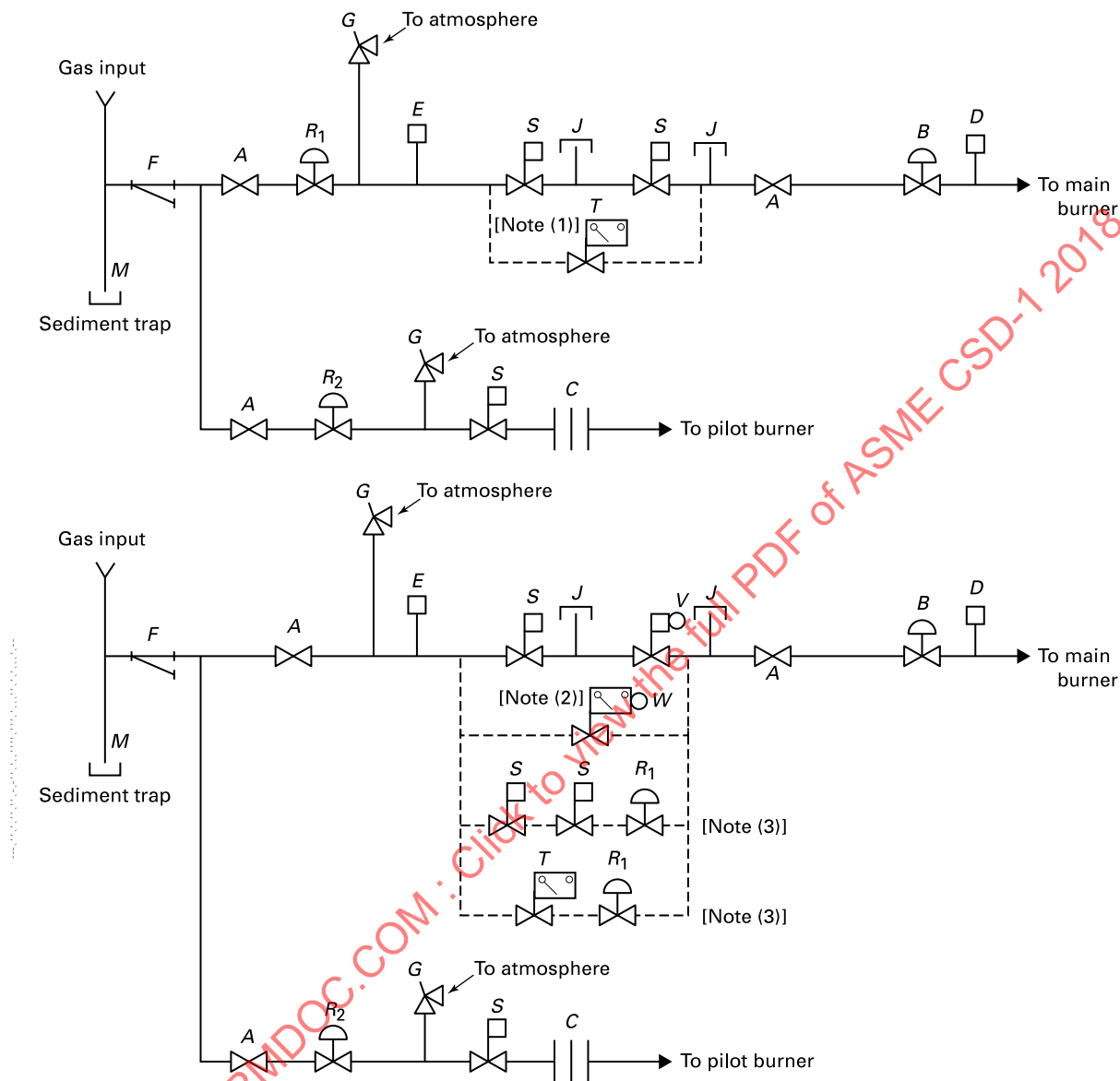
- A = manual valve  
 B = firing rate valve  
 D = high gas-pressure switch  
 E = low gas-pressure switch  
 F = gas filter or strainer (if required)  
 G = relief valve (if required)  
 J = leakage test port (if required)  
 M = pipe cap  
 R<sub>1</sub> = main gas-pressure regulator  
 S = safety shutoff valve  
 T = safety shutoff valve with proof of closure  
 V = main gas-pressure regulator/safety shutoff combination valve  
 W = main gas-pressure regulator/safety shutoff combination valve with proof of closure

GENERAL NOTE: Since boiler design may vary, ANSI Z21.13/CSA 4.9 does not contain a typical fuel train; however, through laboratory testing procedures, ANSI Z21.13/CSA 4.9 does determine that safe lighting of the boiler will be accomplished. This Standard illustrates a typical fuel train for boilers. The specific fuel train diagram for boilers complying with ANSI Z21.13/CSA 4.9 is supplied in the boiler manufacturer's instructions.

NOTES:

- (1) Alternate arrangement — T may be used in place of two S-type valves.  
 (2) Alternate arrangement — W may be used in place of an S-type valve and V-type valve.  
 (3) Alternate arrangement — R<sub>1</sub> may be downstream of two S-type valves or a T-type valve.

**Figure B-4 Typical Gas Fuel Train With Pilot Ignition System [Greater Than 2,500,000 Btu/hr (733 kW) and Less Than or Equal to 5,000,000 Btu/hr (1 465 kW)]**



- A = manual valve  
 B = firing rate valve  
 C = orifice  
 D = high gas-pressure switch  
 E = low gas-pressure switch  
 F = gas filter or strainer (if required)  
 G = relief valve (if required)  
 J = leakage test port (if required)  
 M = pipe cap  
 R<sub>1</sub> = main gas-pressure regulator  
 R<sub>2</sub> = pilot gas-pressure regulator  
 S = safety shutoff valve  
 T = safety shutoff valve with proof of closure  
 V = main gas-pressure regulator/safety shutoff combination valve  
 W = main gas-pressure regulator/safety shutoff combination valve with proof of closure

**Figure B-4 Typical Gas Fuel Train With Pilot Ignition System [Greater Than 2,500,000 Btu/hr (733 kW) and Less Than or Equal to 5,000,000 Btu/hr (1 465 kW)] (Cont'd)**

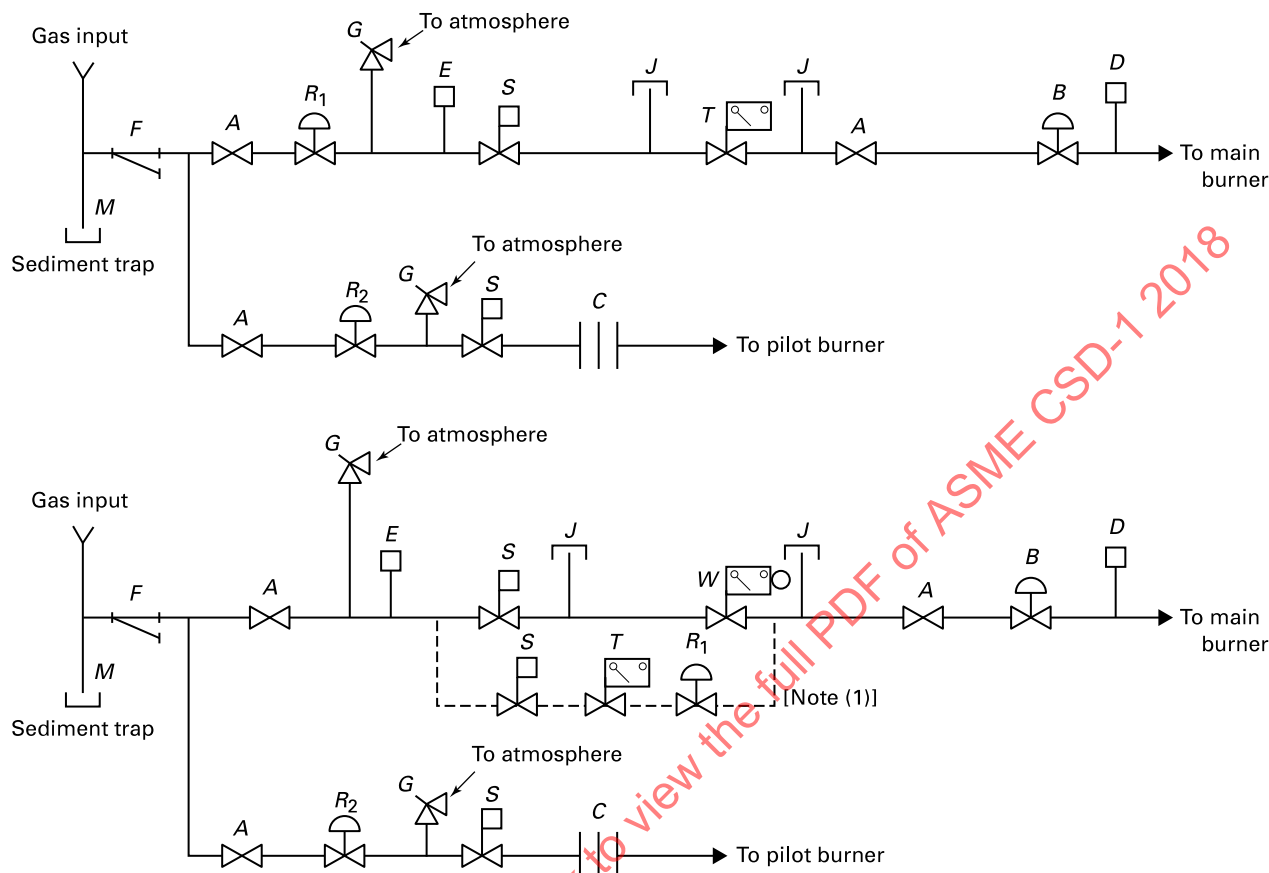
GENERAL NOTE: Since boiler design may vary, ANSI Z21.13/CSA 4.9 does not contain a typical fuel train; however, through laboratory testing procedures, ANSI Z21.13/CSA 4.9 does determine that safe lighting of the boiler will be accomplished. This Standard illustrates a typical fuel train for boilers. The specific fuel train diagram for boilers complying with ANSI Z21.13/CSA 4.9 is supplied in the boiler manufacturer's instructions.

## NOTES:

- (1) Alternate arrangement —  $T$  may be used in place of two  $S$ -type valves.
- (2) Alternate arrangement —  $W$  may be used in place of an  $S$ -type valve and  $V$ -type valve.
- (3) Alternate arrangement —  $R_1$  may be downstream of two  $S$ -type valves or a  $T$ -type valve.

ASMENORMDOC.COM : Click to view the full PDF of ASME CSD-1 2018

**Figure B-5 Typical Gas Fuel Train With Pilot Ignition System [Greater Than 5,000,000 Btu/hr (1 465 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)]**

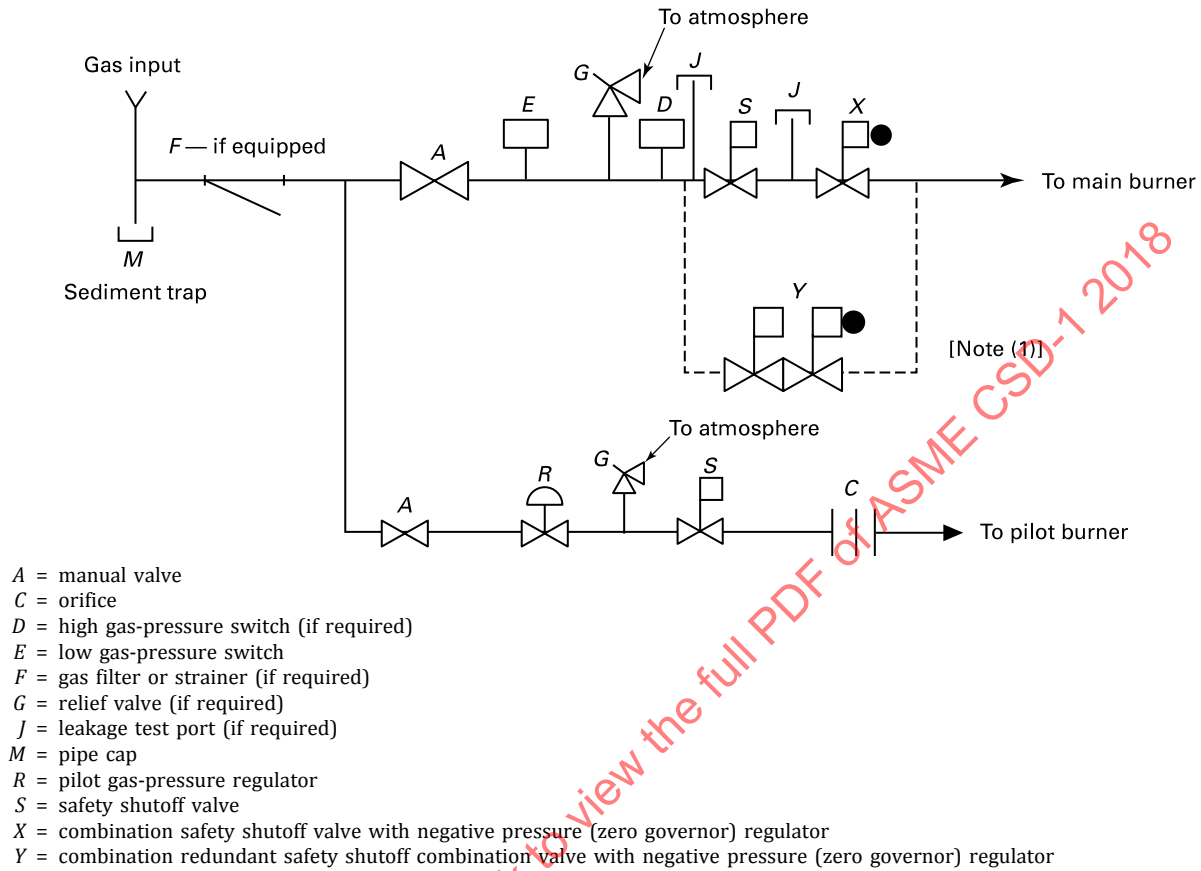


- A = manual valve  
 B = firing rate valve  
 C = orifice  
 D = high gas-pressure switch  
 E = low gas-pressure switch  
 F = gas filter or strainer (if required)  
 G = relief valve (if required)  
 J = leakage test port (if required)  
 M = pipe cap  
 R<sub>1</sub> = main gas-pressure regulator  
 R<sub>2</sub> = pilot gas-pressure regulator  
 S = safety shutoff valve  
 T = safety shutoff valve with proof of closure  
 W = main gas-pressure regulator/safety shutoff combination valve with proof of closure

GENERAL NOTE: Since boiler design may vary, ANSI Z21.13/CSA 4.9 does not contain a typical fuel train; however, through laboratory testing procedures, ANSI Z21.13/CSA 4.9 does determine that safe lighting of the boiler will be accomplished. This Standard illustrates a typical fuel train for boilers. The specific fuel train diagram for boilers complying with ANSI Z21.13/CSA 4.9 is supplied in the boiler manufacturer's instructions.

NOTE: (1) Alternate arrangement — R<sub>1</sub> may be downstream of an S-type valve and T-type valve.

**Figure B-6 Typical Gas Fuel Train With Pilot Ignition System and Negative (Zero Governor) Main Manifold Gas Pressure [Greater Than 400,000 Btu/hr (117 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)]**

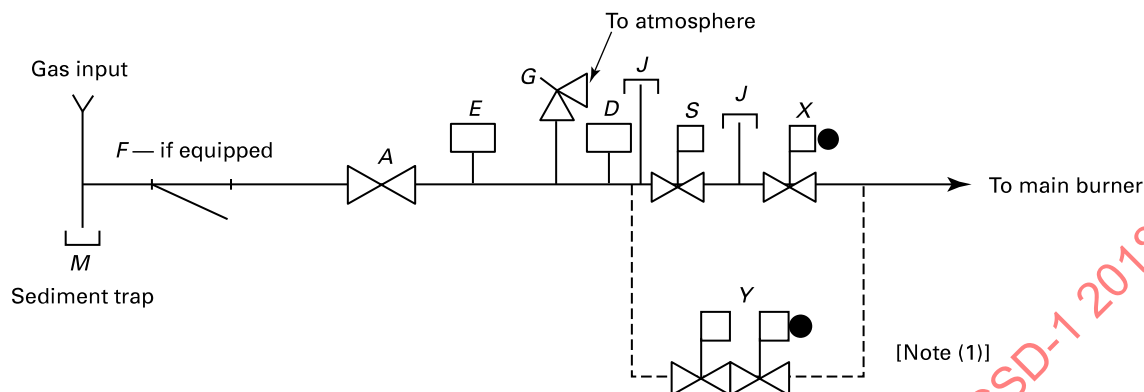


GENERAL NOTE: Since boiler design may vary, ANSI Z21.13/CSA 4.9 does not contain a typical fuel train; however, through laboratory testing procedures, ANSI Z21.13/CSA 4.9 does determine that safe lighting of the boiler will be accomplished. This Standard illustrates a typical fuel train for boilers. The specific fuel train diagram for boilers complying with ANSI Z21.13/CSA 4.9 is supplied in the boiler manufacturer's instructions.

NOTE: (1) Alternate arrangement — Y may be used in place of an S-type valve and X-type valve.



**Figure B-7 Typical Gas Fuel Train With Direct Ignition System and Negative (Zero Governor) Main Manifold Gas Pressure [Greater Than 400,000 Btu/hr (117 kW) and Less Than 12,500,000 Btu/hr (3 663 kW)]**

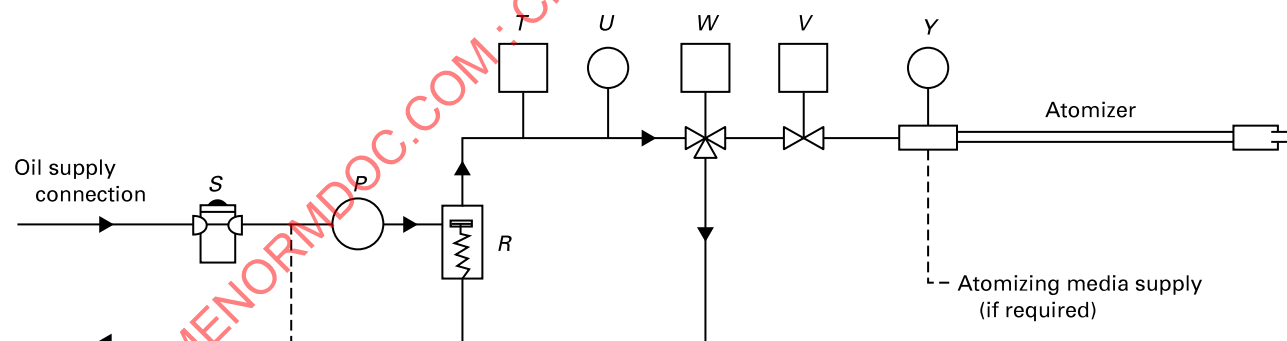


- A = manual valve  
 D = high gas-pressure switch (if required)  
 E = low gas-pressure switch  
 F = gas filter or strainer (if required)  
 G = relief valve (if required)  
 J = leakage test port (if required)  
 M = pipe cap  
 S = safety shutoff valve  
 X = combination safety shutoff valve with negative pressure (zero governor) regulator  
 Y = combination redundant safety shutoff combination valve with negative pressure (zero governor) regulator

GENERAL NOTE: Since boiler design may vary, ANSI Z21.13/CSA 4.9 does not contain a typical fuel train; however, through laboratory testing procedures, ANSI Z21.13/CSA 4.9 does determine that safe lighting of the boiler will be accomplished. This Standard illustrates a typical fuel train for boilers. The specific fuel train diagram for boilers complying with ANSI Z21.13/CSA 4.9 is supplied in the boiler manufacturer's instructions.

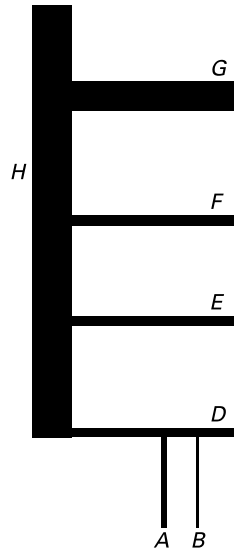
NOTE: (1) Alternate arrangement — Y may be used in place of an S-type valve and X-type valve.

**Figure B-8 Typical Oil Fuel Train**



- P = fuel pump  
 R = shutoff valve and/or pressure relief valve  
 S = fuel strainer  
 T = oil temperature interlock switch (if required)  
 U = oil pressure interlock switch (if required)  
 V = safety shutoff valve  
 W = safety shutoff valve (may be three-way for recirculation)  
 Y = atomizing media supply pressure interlock switch (if required)

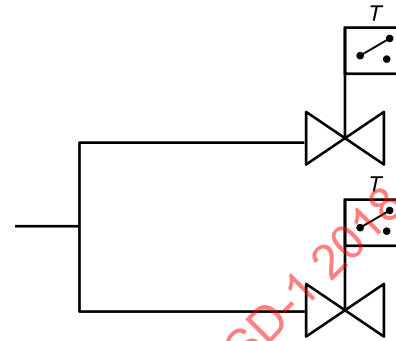
Figure B-9 Example for Sizing of Manifolded Lines



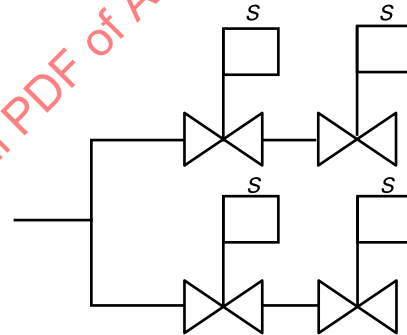
## GENERAL NOTES:

- (a) *H* is a manifolded line, and its size is based on  $G + 50\%$  of  $E + 50\%$  of  $F + 50\%$  of  $D$ . The pipe diameters of *A* and *B* are not considered.
- (b) *D* is a branch line to *H*, but it is also a manifolded line for *A* and *B*. Thus, the diameter of *D* is  $A + 50\%$  of *B*.

Figure B-10 Typical Gas Fuel Train Safety Shutoff Valve Arrangements for Multiple-Burner Boiler Units Complying With CF-180(b)



Option 1



Option 2

*S* = safety shutoff valve

*T* = safety shutoff valve with proof of closure

GENERAL NOTE: Multiple-burner boiler unit is shown. Total capacity is 5 MBtu/hr or less; individual burner capacity is less than 5 MBtu/hr.

# NONMANDATORY APPENDIX C

## MANUFACTURER'S/INSTALLING CONTRACTOR'S REPORT FOR ASME CSD-1

### Certification and Reporting (CG-500) for Controls and Safety Devices

(This form is a guideline and not part of ASME CSD-1-2018.)

**Unit Manufacturer**

Name \_\_\_\_\_

Address \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_ Fax \_\_\_\_\_

**Unit Identification (Boiler)**

Manufacturer's Model # \_\_\_\_\_ Year Built \_\_\_\_\_

ASME Section I \_\_\_\_\_ Section IV \_\_\_\_\_ Nat. Bd. # \_\_\_\_\_

UL # \_\_\_\_\_ CSA # \_\_\_\_\_

Jurisdiction \_\_\_\_\_

**Steam**

Maximum W.P. \_\_\_\_\_ psig

Minimum Safety Valve Cap. \_\_\_\_\_ lb/hr

**Hot Water**

Maximum W.P. \_\_\_\_\_ psig

Maximum Temp. \_\_\_\_\_ °F

Minimum Safety Relief Valve Cap. \_\_\_\_\_ lb/hr or Btu/hr

**Boiler Unit Description** (type) \_\_\_\_\_

If Modular (no. of modules) \_\_\_\_\_

**Boiler Unit Capacity** (output) \_\_\_\_\_

**Burner**

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_

UL or CSA # \_\_\_\_\_ Serial # \_\_\_\_\_

**Fuels** (as shipped) \_\_\_\_\_

Indicate Units (where not applicable, indicate "N/A")

Gas Manifold Pressure \_\_\_\_\_

Oil Nozzle/Delivery Pressure (at maximum input) \_\_\_\_\_

High Gas Pressure Switch Setting \_\_\_\_\_

Low Oil Pressure Switch Setting \_\_\_\_\_

**Installation Location** (if known)

Customer Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_ Fax \_\_\_\_\_